

TWO FAMOUS BRITISH LENSES

Vitrox

Recommended by Sir Oliver Lodge and other famous scientists for its absorption of the dangerous ultra-violet and infra-red rays (we are sole agents in Hongkong)

Sir William Crookes

In four shades—highly recommended by authorities as absolute protection from sun glare. (our "Crookes" glass is the genuine, made by Chance Bros. Birmingham)

N. LAZARUS

Hongkong's Only European Optician.

The Hongkong Telegraph

FOUNDED 1861
No. 1, 187

六拜禮 號四十八月八年英港香

SATURDAY, AUGUST 14, 1926. 日七初月七

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The finest ESSEX ever built. The fastest riding and driving ESSEX ever built. The finest ESSEX in materials and workmanship ever built. The smoothest, most reliable ESSEX ever built. The best looking ESSEX ever built. And at the lowest price for which ESSEX ever sold. This ESSEX is built on the Super-Six principle, by HUDSON workmen in HUDSON shops. In quality HUDSON and ESSEX are alike.

Towing.....\$1095 Coach.....\$2150
Including complete special equipment.

THE DRAGON MOTOR
CAR CO., LTD.
32 WONG NEI CHUNG RD.
HAPPY VALLEY

THE FINAL TEST.

CRUCIAL GAME STARTS TO-DAY.

BROWN MAY HAVE TO BE SUBSTITUTED.

THE AUSSIES TEAM.

The Fifth (and final) Test between England and Australia opens this morning, at the Oval, the famous home of the Surrey Cricket Club, and for the next few days the interest of thousands of cricket-lovers the world over will be focussed on the doings at the little ground at Kennington.

Five matches have already been played between the teams, but none have been completed, and upon the game, which is to be played to a finish, depends the destination of the "Ashes" for the year 1926.

It is England's turn to emerge triumphant. Our Australian captains have been successful with monotonous regularity since the war, winning the rubber in Australia twice, and England once. Nineteen Test matches have been played since the war, and England claims only one victory, gained in Australia in 1924-25. It is England's turn, we have proved in the course of the past few months that we are not contending against super-men, England's cricket has shown no signs of going back, and there is no reason why we should not win.

THE TEAMS.

The team selected to represent England is as follows:

Mr. A. P. F. Chapman (Kent) captain.

Mr. G. T. S. Stevens (Middlesex).

J. B. Hobbs (Surrey).

W. Rhodes (Yorks).

F. E. Woolley (Kent).

E. H. Hendren (Middlesex).

H. Sutcliffe (Yorks).

M. W. Tate (Sussex).

H. Larwood (Notts).

G. Geary (Leicester).

G. Brown (Hampshire).

with Ernest Tyldesley (Lancashire) as twelfth man. Reuter this morning cables that a substitute will probably have to stand by to deputise for England's wicket-keeper, Brown, whose thumb was injured in the match against Leicester early this week.

Reuter also cables the twelve men selected by the Australians. The player to stand down will be decided after an inspection of the wicket this morning. The team is as follows:

Mr. H. L. Collins (Captain).

Mr. W. Bardsley.

Mr. J. S. Ryder.

Mr. C. G. Macartney.

Mr. T. J. E. Andrews.

Mr. W. M. Woodfull.

Mr. W. H. Ponsford.

Mr. W. A. Oldfield.

Mr. C. V. Grimmett.

Mr. A. A. Mailey.

Mr. J. M. Gregory.

Mr. A. Richardson.

A British Wireless message this morning states that in spite of heavy storms recently, the wicket at the Oval is in good condition for the Final Test. Tremendous interest is being taken in the contest, it adds.

THE PROSPECTS.

Though the London papers have commented freely on the youth and inexperience of the captaincy of Arthur Chapman, there is little fear that England will suffer on this score. Chapman will get all the advice he needs from Rhodes and Hobbs.

A glance at the names contained in the list of England's representatives gives confidence that England will do what is expected of her. In the team we have ten potential century-makers, men who can hold their ends up indefinitely if necessary and men who can put on runs rapidly.

We have six bowlers of high merit and two others who can be called upon if circumstances call for it. And in Chapman, Hobbs, Hendren, Sutcliffe, Stevens, Woolley, and Tate we have the finest fielders in the country.

The strength of the opposition

THE COAL OUTLOOK BRIGHTER.

MR. COOK'S APPEAL TO GOVERNMENT.

NO SUBSIDY LIKELY.

Rugby, Aug. 13.

The only development to-day in the coal situation was an appeal made to the Government by Mr. Cook, the Miners' Secretary, in a Press interview, to declare against longer hours, to accept the principle of a national minimum and to invite the miners' leaders to meet the Government with a view to arranging for a national agreement and for the purpose of discussing the reorganisation of the mining industry.

It is stated in Government circles to-day that the Cabinet has no intention of abandoning its attitude on the question of a further subsidy to the coal industry. In no circumstances will any further State support be given, and if any scheme which is evolved at Monday's Conference of the Miners' Delegates returns a subsidy as an essential feature, it will not be acceptable to the Government.

The General Council of the Trade Union Congress met to-day and discussed the coal dispute.

London stock markets showed this afternoon a more cheerful tendency, attributable to the expectation of developments in the coal situation.—British Wireless.

LONDON TRAFFIC ACCIDENT.

BAD CRASH ON WESTMINSTER BRIDGE.

London, Aug. 13.

Westminster Bridge was the scene of a serious traffic accident during the rush hours this evening, a tramcar colliding with an omnibus, both being loaded with passengers, numbers of whom were injured.

When on the bridge the bus, in avoiding a taxi-car, swerved on to the tram lines and a tram, coming from the opposite direction crashed into it head on. This was followed by the piercing screams of passengers and terrified shouts of passers by. Glass was shattered, the framework of the bus was twisted, seats both inside and outside were torn up and the top part of the bus practically severed from the lower.

Passengers were thrown in all directions, those inside being imprisoned. They were removed with blood streaming from heads and faces and with clothes bespattered.

Up to the present there have been no fatalities.—Reuter.

EUROPEAN ROBBED.

HOUSE COOLIE CHARGED.

Before Major C. Willson, at the Police Court this morning, a Chinese was charged with the theft of a pair of binoculars and three watches, the property of Mr. L. Weill, of No. 12, St. Stephen's Lane, Bonham Road.

It was stated that the defendant, who was at one time employed as a coolie at Mr. Weill's house, was caught in the act of pawing the articles.

Defendant, who denied having stolen the articles, was sentenced to six weeks' hard labour.

will not by any means be underestimated. It is certain to be a dire struggle, possibly extending to five or six days, dependent on the wicket. But England has eliminated her tall, the bogey of the past few years, and those who failed to derive new hope from the wonderful cricket of our last tour in Australia, and our performances against the visitors in various matches this year, are past praying for.

CANTON INCIDENT

STEAMER HELD UP BY FORTS.

CARGO TAKEN AWAY.

A report of a rather sensational nature reaches us to-day from Canton in regard to the holding up, by armed force, of a steamer flying the Norwegian flag, her detention for two days and the removal from the ship of a considerable quantity of her cargo.

According to the report, the steamer had arrived from Shanghai at a point near the Bocca Tigris forts on Tuesday morning last, when she was made to move to by fire from the forts.

After the steamer had stopped, two Chinese gunboats, from the neighbourhood of the fort, came alongside and boarded a party of naval men. Exactly what transpired between the Master of the ship and the boarding party has not yet been disclosed, but it is known that a quantity of the cargo was removed from the vessel by force.

The steamer was detained near the forts for two days and, on being released, she went up to Whampoa, a report of the affair being later made to Canton.

We understand that the matter has been brought to the notice of the Commissioner of Customs in Canton and that he is at present investigating the circumstances.

PORTUGUESE CONCERT.

SUCCESSFUL BROADCASTING LAST NIGHT.

The third test concert of the Hongkong Radio Society, which was broadcast from the Morning Post Building last night, was purely Portuguese, and although it was heard throughout the Colony, the reception was not too good. However, the reports which are sent in by listeners-in, after such tests, are enabling the broadcasters to trace and correct defects, and reception should continue to improve as the test concerts are held.

An appeal to the Portuguese community for support of the Society was made by the Honorary Secretary, Mr. H. G. Swinburne, when he broadcast a message during the transmission. He remarked that the membership of the Society was still very small, but members were being enrolled. He emphasized that the Society strongly desired to cater for all classes of the community.

Enjoyable numbers were given by Portuguese artists. These included Mr. P. N. Furtado's string orchestra; Mr. A. Baptista's Hawaiian Quintette; Mr. E. G. d'Aquino (songs); and Mr. Al Castro, (pianoforte solos).

MAGAZINE DISASTER.

NO LOSS OF LIFE.

Budapest, August 13. It is estimated that about 26 tons of powder exploded in the disaster on Csopel Island. Many were injured by the air blast and the fall of debris.

The fire was localised in the evening and no further explosions occurred during the night. It is officially declared that there was no loss of life.—Reuter.

FRANC RATE.

SLIGHTLY LOWER.

London, August 13. Francs closed French at 179.37, and Belgian at 182.74.—Reuter.

HOW TO PREVENT CHOLERA.

VALUABLE PRESCRIPTION DETAILED.

A DOCTOR'S ADVICE.

On Wednesday, we published particulars of an appeal which had been sent out by a Chinese commercial organisation in the neighbourhood of Nanning for help to stay the serious outbreak of cholera in the Pinglok and Lalpo districts.

It was explained in the news then published that large numbers of deaths had occurred from the disease, and that as native doctors were powerless to prevent the spread of the scourge, a general appeal had been issued to all hospitals and foreign doctors in South China to render what aid they could, travelling expenses and fees being promised any who would help.

We have now received an urgent letter on the subject from Dr. Alexander Cannon, H.B.M.'s Consular and Port Medical Officer at Canton, who writes giving particulars of a valuable prescription for the prevention and cure of cholera. He says:

Sir,—I have just read your paragraphs concerning the appeal to the medical profession to stay the cholera rages in China. I thought that all up to date well qualified Medical Men would know of Professor Tomb's wonderful Essential Oil Mixture which, as a result of many years research he has introduced in the Assam Mining Settlement, Bhagal, and with phenomenal results.

The prescription is:—
R/Spt. aether m. xxx.
Ol. Caryoph m. v.
Ol. cajup m. v.
Ol. junip m. v.
Acid sulph arom m. xv.

One drachm (teaspoonful) of this mixture to be taken in half an ounce (tablespoonful) of water (a) every half hour in case of cholera (total average dose sufficient is eight drachms).

(b) every day as a preventative of cholera.

The mixture should be given immediately, when practicable, but it is claimed (by Tomb and others) that in 95 per cent. of cases recovery will be secured within a period of seven hours from the onset of symptoms. No special care need be paid to the subsequent dieting of the case. Vomiting, purging, and intestinal pains appear to be immediately controlled by this mixture, which must be given just as prescribed. The value of the method in the mass treatment of natives is obvious, as little supervision is requisite.

It is not only an effective cure, but a very valuable and efficient preventative.

I know both Nanning and Wuchow personally, and am certain that this treatment carried out effectively, will be ample.

This mixture will keep for a long time, even in very hot and moist weather, and indeed we owe to Dr. Tomb a very heartfelt gratitude.—Yours, etc.

ALEX. CANNON.

H.B.M. Consular & Port Medical Officer, Canton.

THE MEXICAN TURMOIL.

WILL THE UNITED STATES INTERVENE?

Washington, Aug. 13.

A petition by the Knights of Columbus for diplomatic intervention in the Mexican religious controversy and the repeal of the embargo on the import of arms has been presented to Mr. Kellogg, Higher Columbus officials conferred on the matter with Mr. Kellogg for some time, but the discussions were strictly private.

Mr. Kellogg is going to-morrow to President Coolidge's summer camp, where it is expected that the whole Mexican situation will be discussed.—Reuter's American Service.

RUBBER FAILURE.

SEQUAL IN STRAITS COURT.

BIG FIRM SUED.

Much interest is being aroused in Singapore over an action which recalls the failure of Mr. Leo Pang-seng, a son of the Chinese millionaire, the late Mr. Lee Cheon Guan, with liabilities of about \$1,000,000. The case has been proceeding for some days in Mr. Justice Deane's court, Messrs Sime, Darby and Co. being sued by the Official Assignee, the case turning on the question of whether 286,518 pounds of rubber delivered by Chin Seng and Co., the bankrupt's rubber business, to the defendant firm constituted a fraudulent preference over other creditors.

The bankrupt owed the defendant company \$259,000 at the time the rubber was delivered. The Official Assignee claimed a declaration that the delivery of 286,518 lbs. of rubber was fraudulent and void against him; delivery up by the defendant company of the rubber, or alternatively, on account of the proceeds of sale and payment by defendants of the amount found due. Mr. F. G. Stevens appeared for the Official Assignee with Mr. H. B. Layton, and Mr. Roland Braddell for the defendant firm with Mr. P. Page.

DEFENDANT'S POSITION.

The defendants denied that they had knowledge of the bankrupt's financial position, or that the delivery of the rubber was made in order to give them a preference. They stated that Chin Seng and Co. owed them \$259,000 on June 10, 1925.

On May 29 they advanced Chin Seng the sum of \$87,387 in respect of the purchase by the latter of 93,900 lbs. of rubber and they received a letter from Chin Seng and Co. stating that, in consideration of the advance, they thereby conveyed the ownership of this rubber to the defendant company and engaged to act as their agent and factor in dealing and shipping the rubber, repaying the amount advanced as soon after the rubber had been shipped and the proceeds of the drafts received from the negotiating banks.

On June 5 they advanced Chin Seng and Co. \$102,480 in respect of the purchase by the latter of 100,800 lbs. of rubber, and on June 9 they advanced \$63,258 against the purchase by the latter of 61,763 lbs. of rubber, and in respect of both advances they received similar letters.

REPAYMENT OR SECURITY.

In consequence of certain advice received from their solicitors they wrote to Chin Seng and Co., stating that, as the security was not adequate, they must ask for a cheque in repayment of the advances or delivery to them, immediately of ample security in the form of rubber to cover the advances.

Chin Seng and Co. replied that as it was not convenient to repay the advances they had given instructions to their storekeeper to deliver to their order sufficient rubber to cover the advances.

In consequence of that and of the three letters referred to the defendants took delivery of 286,518 lbs. of rubber.

Mr. Stevens in opening the case for the Official Assignee, said the real issues were whether or not the bankrupt was able to pay his debts as they became due on June 10, and whether, in handing this rubber to the defendants, he was acting with a view to preferring them to other creditors. Up to the end of 1924, Mr. Stevens added, the bankrupt had banked with the

(Continued on Page 10.)

Bulls and Innern

From the Office Butts.

"Although of only 755 tons, the Plover mounted six 41in. guns" fright doesn't keep nearly enough says the Daily Press. We understand that they were mounted on fine art paper in the Ward Room.

"Learn the Ukulele in six lessons" reads a Sydney advertisement. We should like to add—and die!

No doubt local enterprise will be deservedly commended on Tuesday next.

One place where you often find people discontented with their lot is the auction-room.

A seaside donkey proprietor at Brighton has gone bankrupt. His only assets were asses.

A gold brooch set with nine pearls was recently found and handed over to the Water Police. Maybe the finder thought this particular branch of the Force would be able to trace the original for natives who made the pearls.

The South China Morning Post believes that plant life discoveries America in 1010 A.D. This may may "tend to substantiate the theory of evolution from the earth through plant life." Perhaps the editor's great ancestor was a bit of a nut.

Young men who become domiciled in the East soon give up bet. We are living in a literary letter writing. states a writer in a Home Journal. What about our anglers? They drop a line occasionally!

There is no truth in the rumour that Cheung Chau intends importing a few motor cars in order to keep pedestrians in training.

Birdlover.—We understand that the new species of bird life the which awakens Peak Hotel residents by its plaintive cry, is known as the Wheelbarrow Warbler, and in protected by the P.W.D.

Shouldn't the ladies' favourite column in the newspapers be headed: "Births and Mirages?"

France's attitude towards America seems to be one of debt-termination.

Talking of the boycott, we want to know whether it's to be a just settlement, or just a settlement.

Some people like hot weather, but we call it torrid.

The Municipal Board at Manila is divided over the question of controlling cabarets. Seems as if somebody's side-stepping.

China is said to have more than a million lunatics. This does not include those trying to run the Peking Government.

A genuine "dry" is always "dry," but a genuine "wet" has mornings when he has his doubts.

From the Daily Press: "The defendant had been in hospital for a month and a half, suffering from a broken arm." Another Chinese Bonaparte gone wrong.

"One can never be certain of the Hongkong Weather," stated a Shanghai writer. We quite agree, all go to? Most of them go to sleep sooner or later.

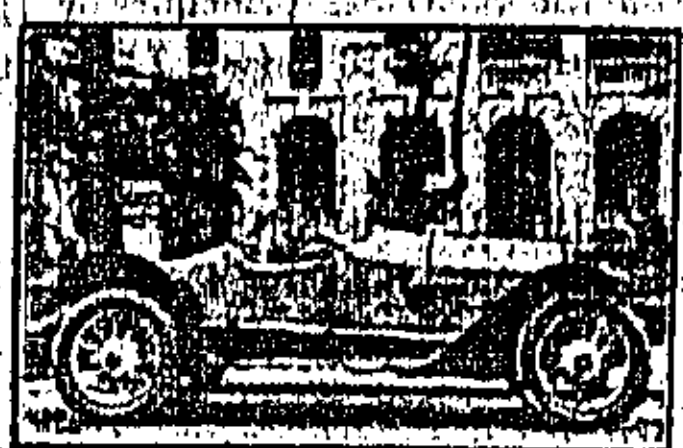
Hent Wave Hint:—Peruse a copy of the Government Gazette. It usually leaves us cold.

The cheapest looking thing at a bargain sale is a husband waiting for his wife.

A Los Angeles naturalist states that moths are becoming extinct in that locality. Judging from the quantity of clothes worn there, we are not in the least surprised.

Over thirteen thousand new laws were passed in the United States during 1925. They'll have to re-compensate the newspapers will tell the truth about the catches.

We hope there is no truth in the rumour that the Angling Society has decided to abandon further competitions on the grounds that the newspapers will tell the truth about the catches.



STUTZ SPEEDSTER FREE!

A "Stutz" Speedster (guaranteed in good running order) will be given free to the winner of the ODOL Missing Word Competition which commences to-day.

Competitors are required to fill in the missing words, and one point will be awarded for every correct word with a bonus of five extra points for every coupon on which all the missing words are correctly given. Every five coupons must be accompanied with a wrapper from a bottle of ODOL purchased from the Queen's Dispensary. Extra coupons may be obtained free from the Queen's Dispensary. Any number of coupons may be sent in.

Drs. F. M. G. Ozorio, F. H. Kow and Arthur Woo have kindly consented to select and seal the various sentences to be used and to act as judges. Their decision of the result will be considered final.

The car will be awarded to the competitor who secures the highest number of points and the competition will continue for a period of three months from August 1st. The sentences will be changed every two weeks.

COUPON NO. 1.

What is ODOL? It is an antiseptic mouthwash. How should ODOL be used? With a glass of water put in a few drops of ODOL and gargle. We find it gives results. Why should ODOL be used? Because it is a preparation for the of the mouth and teeth. By the use of ODOL it may prevent various diseases thereby towards health and

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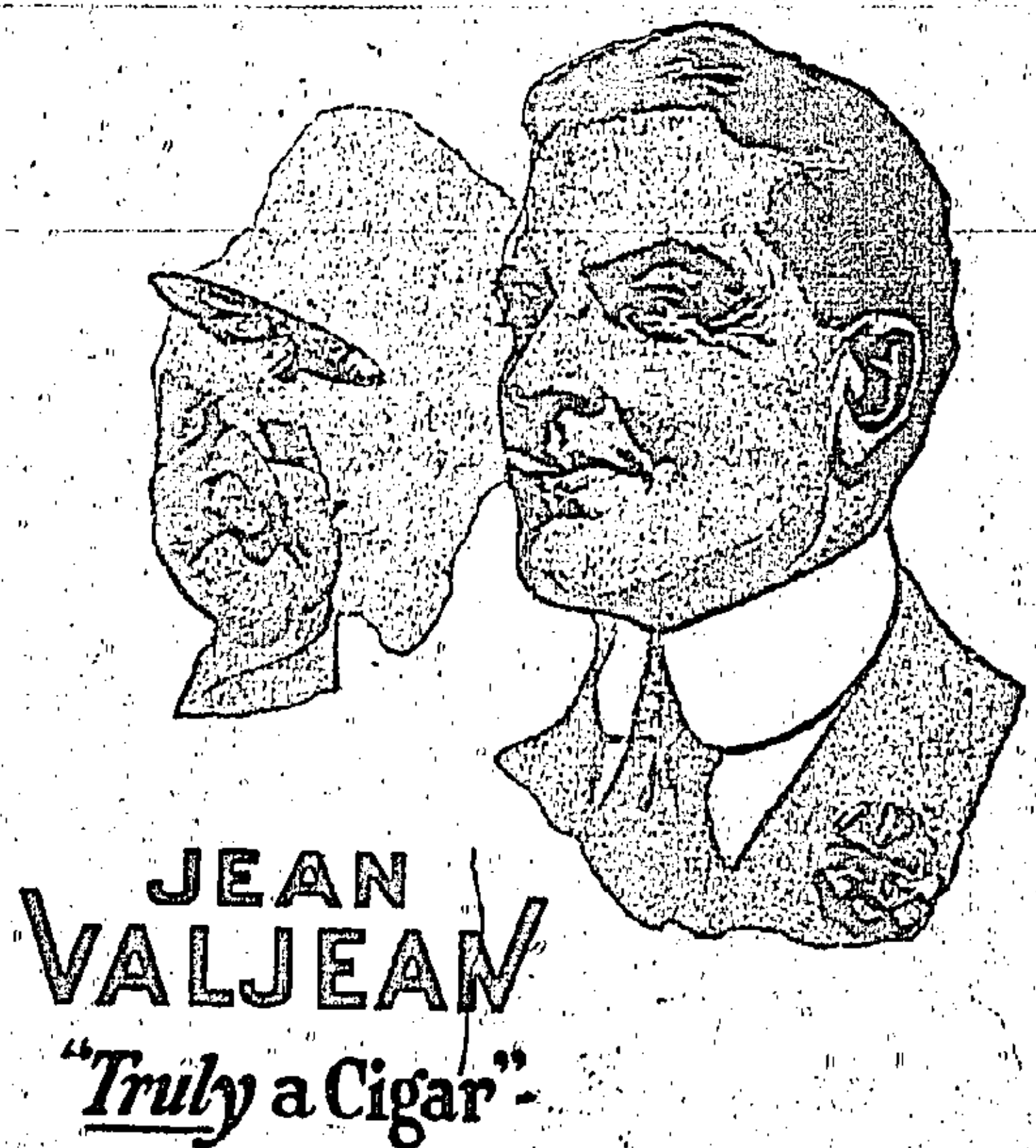
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THE THEOSOPHICAL SOCIETY.

THE HIDDEN SIDE OF RELIGIONS.

At the last public meeting of the Hongkong Lodge The Theosophical Society on Thursday, Mr. H. E. Lanepart gave an address on "The Hidden Side of Religions." He said in brief, The existence of a hidden side in all the religions of the world is not only demonstrable as a historical fact, but it is also intellectually a necessity. Religion answers to a natural inner impulse of humanity, which is ever pushing the race onwards, and guides it towards its proper ending—the union of the human Spirit with the divine. As it should reach all men, the highly evolved spiritually, intellectually, emotionally as well as the less evolved standing on all the innumerable points of the rising gradient of evolution, it would be useless for a religion to give to all men the same religious teaching. Religion must therefore be graduated as evolution, else it falls in its object to aid in evolving the moral and intellectual natures of all man and to guide the spiritual nature to unfold itself. As indisputably proved by research, there is a great and marked similarity between all the great religions of the world, amounting in many cases to identity, which proves their common origin. Yet to the earnest student of Comparative Religion it is not the common foundation of human ignorance from which the religions spring, as asserted by those who derive their conclusion merely from surface study. Those who study the deeper facts will find that all religions originate from the teachings of Divine Men, giving out from time to time parts of the fundamental verities of the Universe, as conditions of the time demand, teaching ever the same morality, inculcating the use of similar means, employing the same significant symbols.

Unity. This unity of all religious truth is now ever more becoming recognized among the educated, and in its totality is spoken of as the Divine Wisdom, the Gnosis, the Theosophia. The Great Teachers of the Divine Wisdom, the Founders of the Religion of the World, in giving out different aspects of the same wisdom teaching to the different nations of the world, took into account their differences in development and temperament, their special needs, which are a characteristic of humanity everywhere, and provided for them in the various religions of the world. That is the reason why we do not have one and the same religious teaching for the whole world, for a single civilization or even for a single nation. If there be but one teaching a large number of those to whom it is addressed will entirely escape its influence. If it be made suitable merely to those whose intelligence is limited, whose morality is elementary, whose perceptions are obtuse. It will be a religion utterly unsuitable for others, who have keen and delicate moral perceptions, bright and subtle intelligence, and evolving spirituality. If again religion is made so lofty as to suit only the highly evolved, it will appear meaningless to the less evolved, be incapable of arousing their latent intelligence or of giving them an motive for conduct which will help them to grow into a purer morality. We are thus led to the absolute necessity of a varied and graduated religious teaching, such as will meet all these different needs and help each man in his own place.

CHINA'S WAR.

SHANTUNG TROOPS MUTINY.

Peking, Aug. 13.
Chang Tsung-chang's first division of Shantung troops commanded by General Hsieh Yu-shen, marching en route to Nankow from Shantung, mutinied this morning between Langfang and Laofa and held up this morning's train to Tientsin at the latter point.

Suppressed.

Official reports state that one regiment of Shantungites mutinied this morning.

Other Shantungites were hurried to the scene by the brigade commander, and most of the mutineers were subdued and disarmed. Some escaped soon after the outbreak.

No reason is given for the mutiny, which was suppressed at eleven o'clock, after which the train service was resumed.

A Reason.

There is yet another reason why it is desirable to have esoteric teachings apart from the popular teaching. Whilst a public promulgation of a religious philosophy profoundly intellectual, sufficient to train an already highly developed intellect, and to draw the allegiance of a lofty mind cannot injure any, as the ignorant turn away from it as dry stuff and uninteresting, there are other teachings which deal with the constitution of nature, explain recondite laws and throw light on hidden processes, the knowledge of which gives control over natural energies and enables its possessor to direct these energies to certain ends. Such knowledge may be very useful to the highly developed man and may increase his power of serving the race, but if this knowledge were published to the world it might and would be misused. It would pass into the hands of people of strong intellect, but of unregulated desires, men moved by separate instincts, seeking the gain of their separate selves and careless of the common good. They would rush at the knowledge which places humanity at their mercy, and they would by its possession become yet more selfish and confirmed in their separateness, their pride would be nourished and their sense of aloofness intensified, and thus they would inevitably be driven along the road which leads to diabolism, the Left Hand Path, whose goal is isolation and not union, and would become a menace to Society already suffering sufficiently at the hands of men whose intellect is more evolved than their conscience. Hence there arises the necessity of withholding certain teachings from those who, morally are as yet unfit to receive them, and this necessity presses of every Great Founder of a Religion. So much of theory can be laid down on the necessity of a hidden side in all religions. And when we ask, has this hidden side existed in the past, and does it exist in the present, forming a part of all the religions of the world, the answer must be an immediate and unhesitating affirmative. Every great religion has claimed to possess a hidden teaching, as also Christianity, had, then known as "the Mysteries of Jesus," which are only imparted under definite conditions that must be fulfilled by every candidate, and knowing which nothing remains to be learned of the Universe.

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If you are young Pinkettes—taken when necessary—will help you keep in perfect physical condition by ensuring daily functional regularity. If middle-aged, Pinkettes will keep your liver active, your complexion fresh, your brain clear. To remedy that bane of the elderly, chronic constipation, Pinkettes are perfection because they are not habit-forming and neither pain nor purge. They also aid digestion, banish bilious attacks and sick headaches, quickly relieve Piles. Your chemist will sell them, or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60 Kingston Road, Shanghai.

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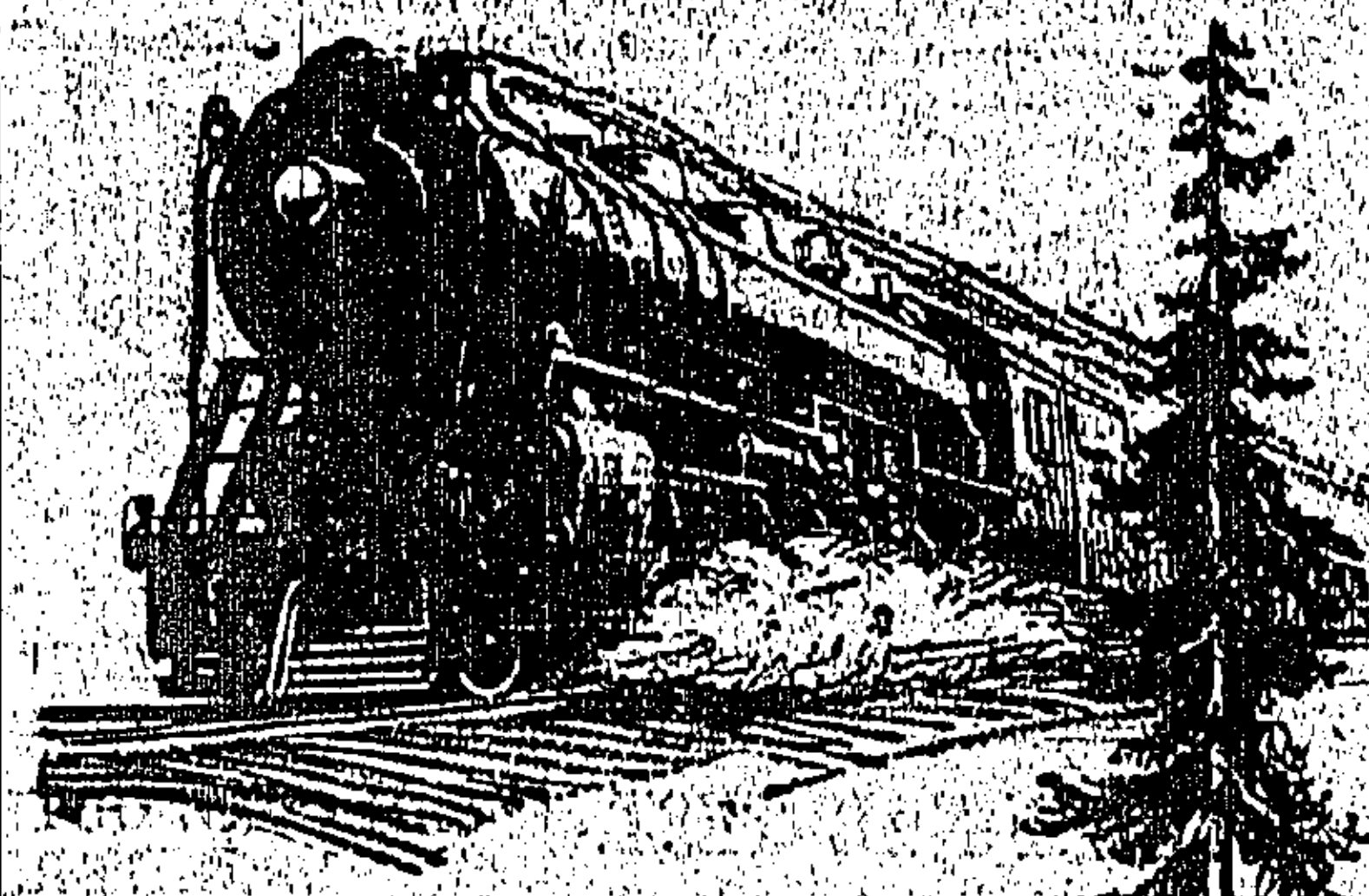
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A skin lacking in freshness and delicacy is really nothing to be concerned about. Madame Landau is now undertaking an ALMOND PACK TREATMENT which effectively bleaches the skin by opening the pores and removing impurities. Hair Cutting and Marcel Waving a Speciality.



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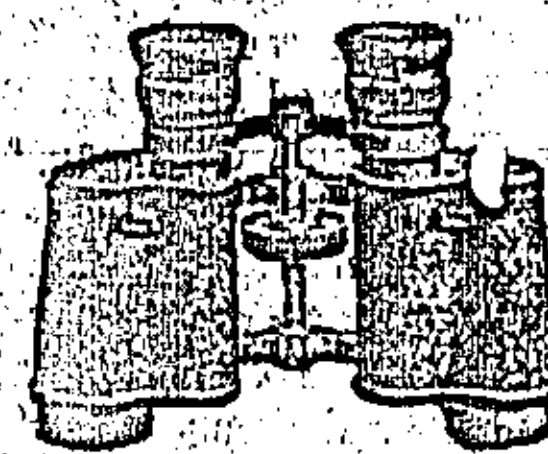
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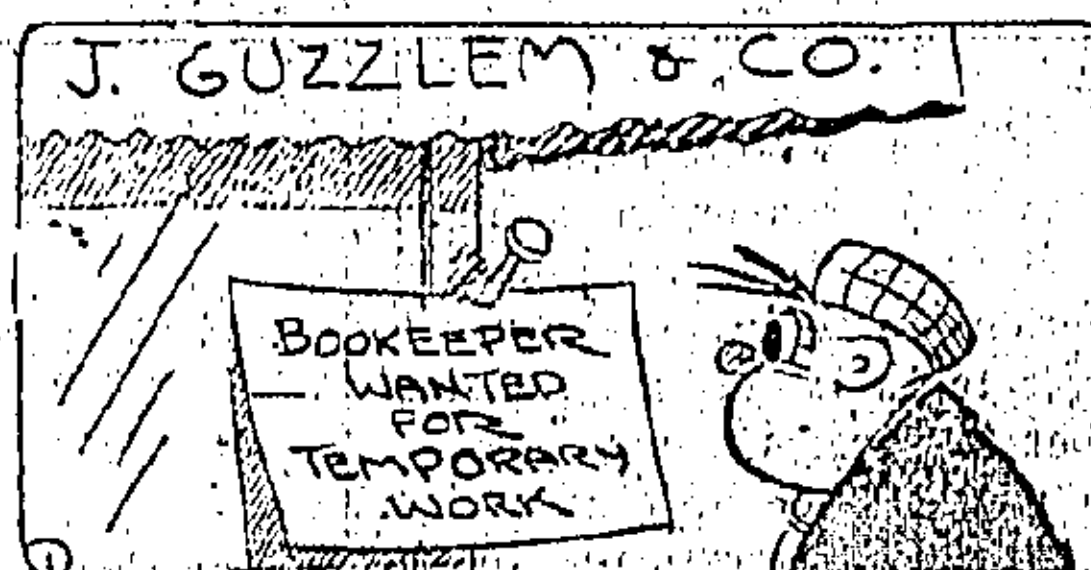
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If you are run down and far from well—try SCOTT'S Emulsion.

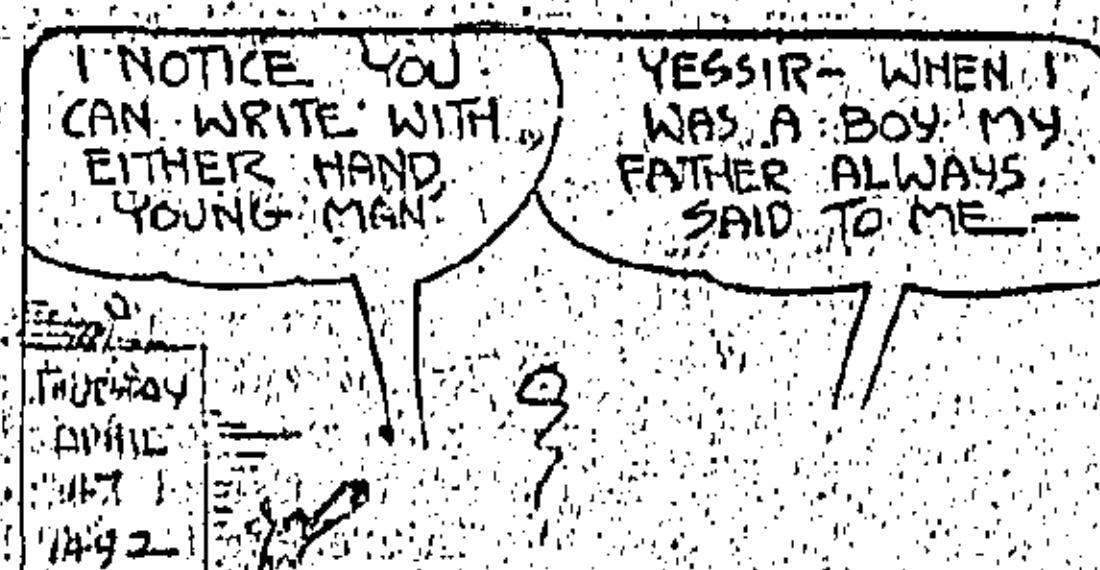
It builds up the body, heals the lungs and tones up the system. Ask for

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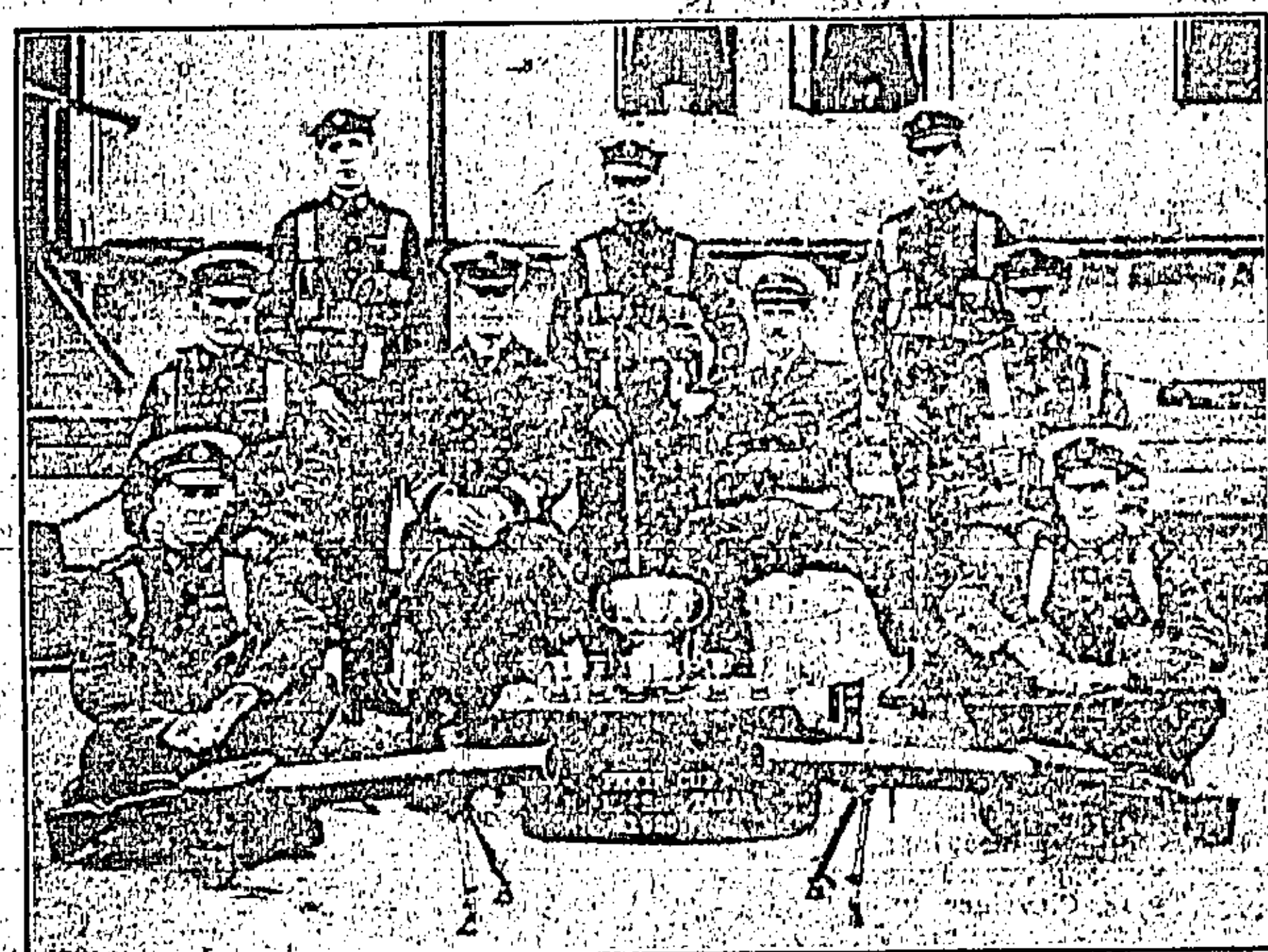
Albert's Papa Was a Smart Man



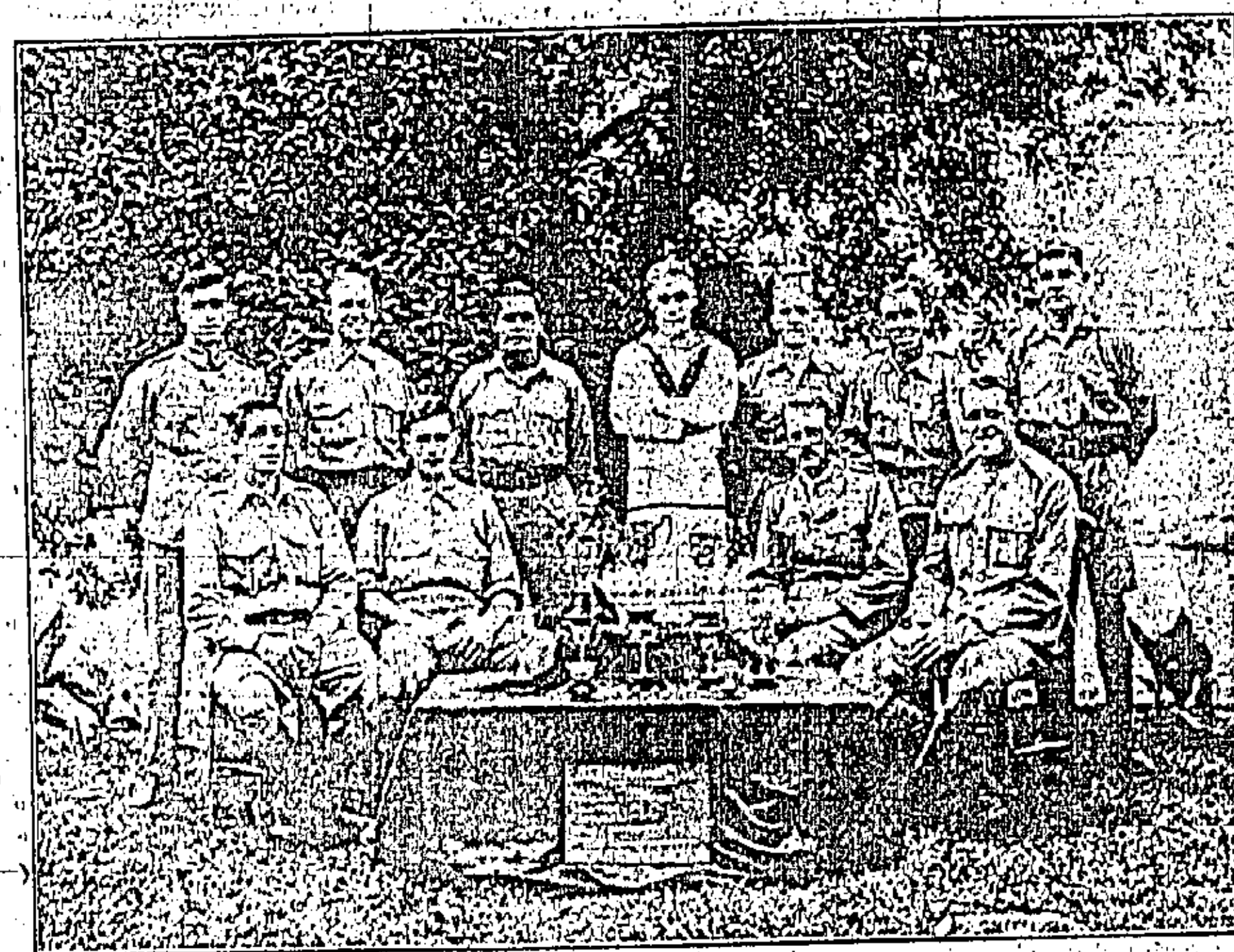
By Swan



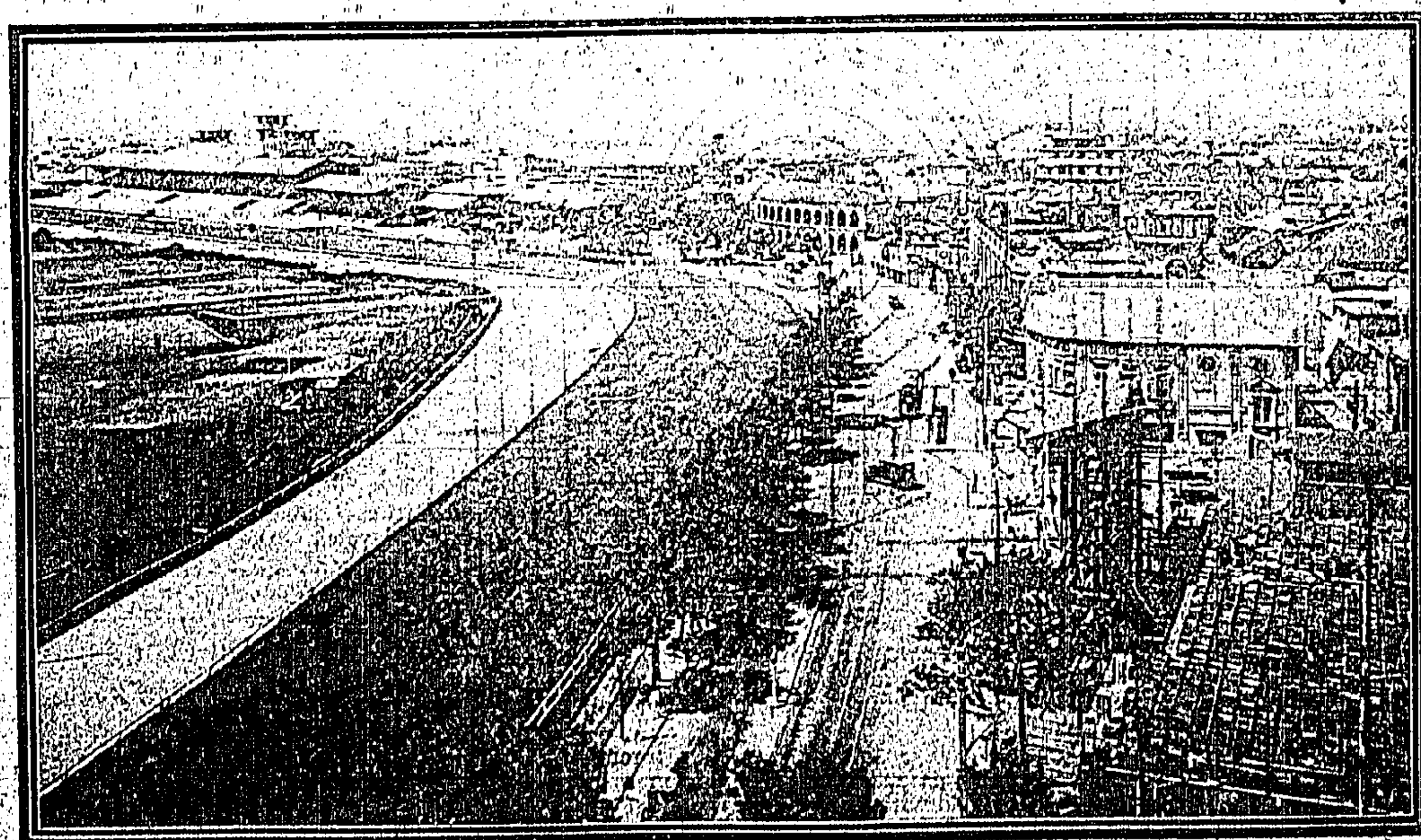
The tremendous boulder which last month crashed into the Pokfulam Road Pumping Station, killing five men, is here seen being broken up by quarrymen using pneumatic rock drills and blasting charges. (Photo: Ming Yuen.)



The above team from H. M. S. Tamar has secured the honour of winning the Peking Cup. (Photo: A. Hing.)



The Small Arms Club, winners of Hongkong Rifle League and other contests, with their trophies. (Photo: A. Hing.)



Looking west from the eighth floor of the China United Assurance Society's building on Bubbling Well Road, Shanghai. This view includes a portion of the Race Course and grandstands, and, one of Shanghai's landmarks which is soon to disappear—Two Terrace.



Above is General Tien Wei-chi, vice-commander of the Allied Army, who has been in actual charge of the campaign against the Kuomintang in the Huailai district. His troops have been accused of fraternising with the enemy.

A shirt you should know about!

Summit

Print Shirts



Cut and made to the Summit standard from fine English Print in a variety of stripes and check designs. Flat setting cuffs, two collars to match each shirt.

\$0.50 each, Shirt and 2 Collars

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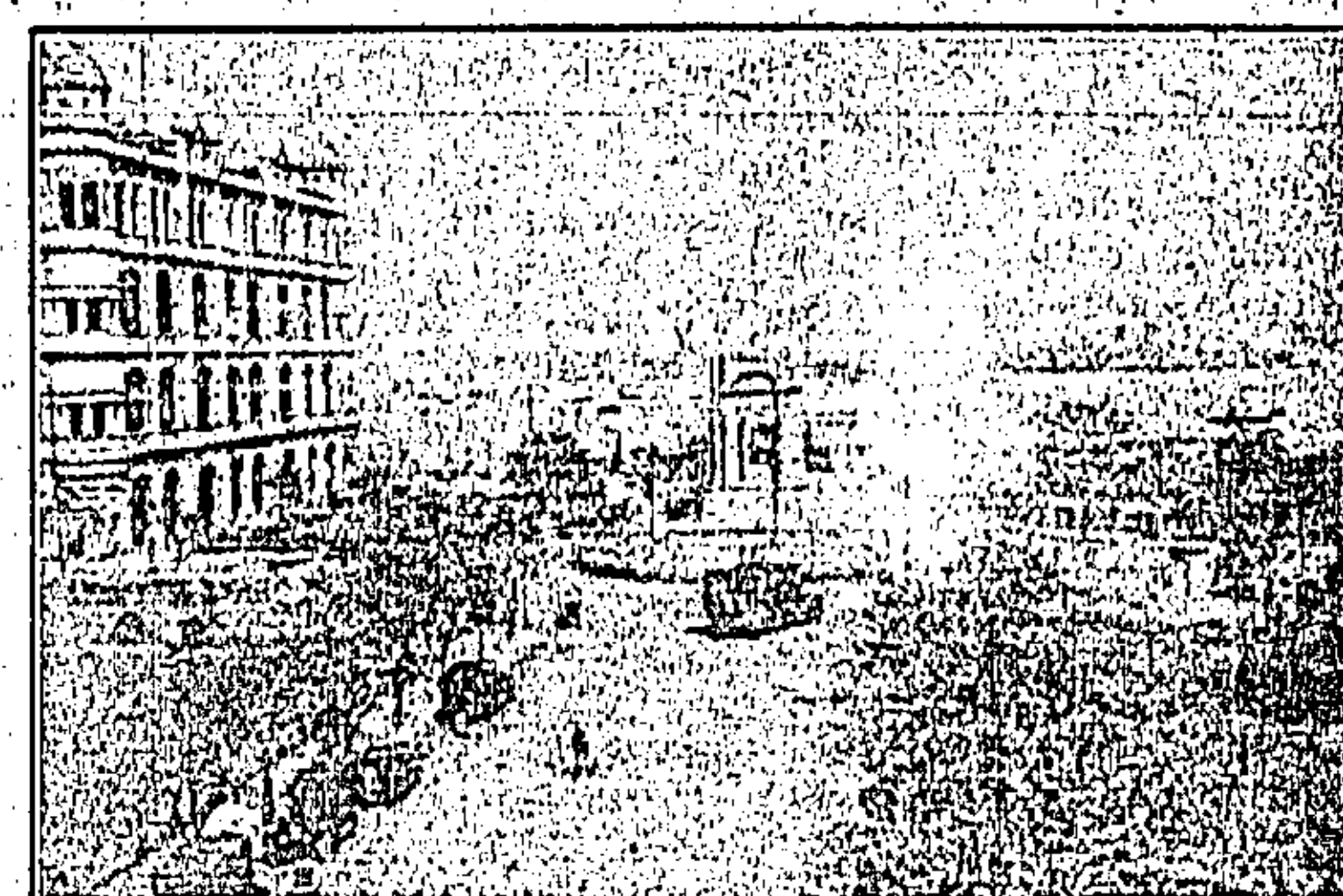
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LATEST VIEWS OF HONGKONG

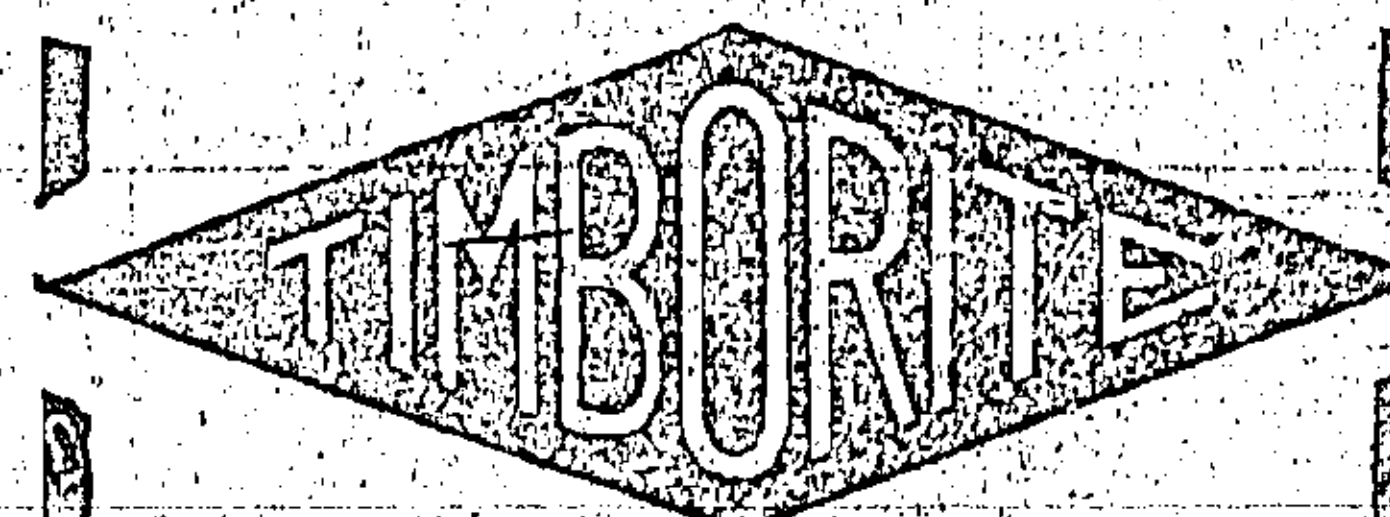


We have just published an excellent album of views of Hongkong. Price—\$3.00 each

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WHITEAWAY'S

SPECIAL BARGAIN WEEK

COMMENCING MONDAY 16th

Special Bargains in all Departments.

CHILDRENS

ROMPERS & OVERALLS

well made from good strong
gingham in various designs.
3 sizes in both garments.

ALL ONE PRICE

\$1.00

MOTHERS!

DO NOT MISS these wonderful values.



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HONGKONG

Prepaid Advertisements

25 WORDS FOR \$1.00

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The following replies are awaiting collection—

1314, 1376, 1384, 1387, 1392, 1342, 1397, 1409, 1375, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 50

TUITION.

SPANISH LANGUAGE, new method for the complete mastery of or improvement in six months of the Spanish (Castilian) Language by Spanish technical professor with academic degrees granted by the Madrid University. Our method is: The knowledge of the Grammar through the Language, but not the Language through the Grammar; to follow the examples given by nature as the source of all progress. Special course. Moderate fees. Post Office Box No. 635.

MISCELLANEOUS.

MEALS supplied to your home and office in clean and hygienic Containers, best quality food—moderate charges. Quick services. Ring Kowloon 1196 for further particulars.

SITUATIONS WANTED.

EUROPEAN LADY willing to give services as Companion, or assist with Children, in return for passage to England. Apply Box No. 49, care of "Hongkong Telegraph."

POSITION WANTED.

ENGLISHMAN desires employment in clerical or other capacity. Apply Box No. 58, care of "Hongkong Telegraph."

WANTED.

ADVERTISER would like to get in touch with owner of attractive bungalow at Cheung Chau, who is prepared to rent furnished on lease. Please state full particulars to Box No. 60, care of "Hongkong Telegraph."

PREMISES TO LET.

FLATS TO LET, at Cambay Building, Kowloon. Apply to Kayamall & Co., Hongkong.

TO LET—One European FLAT Wanchai Gap, Road, Hongkong. Apply to 32, Kennedy Road.

TO LET—GROUND FLOOR Offices, near Kowloon ferry. Apply to Box No. 47, care of "Hongkong Telegraph."

TO LET—2 European FLATS of 3 Large Airy Rooms on top floor of No. 14, 2nd floor of No. 16, Conduit Road. Apply to H. M. H. Nemazee.

TO LET—Excellent Office Room facing Des Voeux Road, Hongkong & Shanghai Bank New Building, 2nd floor. Apply Sang Kee, same building.

TO LET—From first September, "Stowford No. 2," 46, Bonham Road, three stories, six rooms, five bath rooms, kitchen, servants' quarters. Apply to Deacons, Prince's Building.

TO LET—Well furnished, large Airy Rooms in Hankow Road, Kowloon. Every convenience. Near the ferry. Rates without board \$25.00 to \$40.00 per month. European Management. Apply Box No. 61, care of "Hongkong Telegraph."

TO LET—Houses & Lands for sale. Mortgages arranged. Flats & Houses vacant; we have good tenants immediately available for other houses & flats in suitable localities. See ads. in S. C. M. P. and Daily Press. Small Investors Tel. C.4630.

SLIDE RULES

by A. W. Faber

10 Inch \$12.50.

5 " 8.00.

at BREWER & CO.

10 Pedder Street Tel. C. 695
Open 41/11 8.00 p.m.

NEW ADVERTISEMENTS.

NOTICE.

D. H. F. McMASTER.

By mutual arrangement, Mr. McMaster's services with us terminated on 31st July, 1926.

DODWELL & CO., LTD.
Hongkong, 18th August, 1926.

RADIO SOCIETY.

APPEAL FOR MEMBERS.

The Hongkong Radio Society, which at present is the sole broadcasting agency in the Colony, makes an earnest appeal to all interested in radio to become members.

The Society's aim is to provide regular radio programmes, but its work is at present rather restricted by reason of lack of finances. Owners of receiving sets will serve their own interests by joining the Society, because the bigger the membership list the greater will be the possibilities for expansion of the Society's work.

Those desirous of joining the Society are asked to communicate with Mr. H. G. Swinburne, the Hon. Secretary, c/o Morning Post Building.

Entrance fee, \$5; annual subscription, \$5.

Members and prospective members are asked to be present at a General Meeting of the Society to be held at the Morning Post Building on Thursday, September 2nd, at 5.30 p.m. when the future of the Society will be discussed.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station; Sunday Service, at 11.15 a.m.; Subject: "Soul." Wednesday Evening Meeting at 8.00 p.m.; Reading Room at above address open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m.

St. John's Cathedral, Hongkong, August 15th, 1926. 11th Sunday after Trinity, Holy Communion 9 a.m., Children's Service 10 a.m., Matins 11 a.m. Preacher: Rev. G. F. Stegford, C. F. Holy Communion 12 noon. Evensong 6 p.m. Preacher: Rev. H. Copley Moyle.

FOR SALE.

FOR SALE—A few ladies' wristlet watches, New, Guaranteed 14kt. Gold, Fully Jewelled. \$15.00 each. Reply care of Box 63 care

FOR SALE—1—One ton "FIAT" Motor Lorry—can be seen by appointment. Offer wanted. Apply Box No. 62, care of "Hongkong Telegraph."

FOR SALE—B.S.A. sidecar, in excellent condition, with attachments for fitting Triumph. \$100 or near offers. Apply Box No. 57, care of "Hongkong Telegraph."

FOR SALE—Pianoforte, upright iron grand by Collaro and Collard London, in good condition made specially for Hongkong, good tone and touch. \$225.00 Box No. 59, care of "Hongkong Telegraph."

FOR SALE—2-3 Seater Oakland Car. \$800—2 Electric Fans—Child's Cot. Spring & Hair Mattresses & Net. \$35—Hand Sewing Machine \$40—Mahjong Table \$10—Blackwood and Pictures. To be seen at Kowloon. Apply Mrs. Hoy, 4, Leighton Hill, Happy Valley. Tel. C.4584.

THE DARELLE BEAUTY SHOP—PE has received a Consignment of Hats from London. These are being disposed of at very reasonable prices. Ladies are cordially invited to call and inspect same. 13, Ice House Street.



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Distributors.

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KOWLOON CRICKET CLUB

CONCERT TO-NIGHT
14th, at 9.15
Admission \$1.00

FINDLATER'S STAG'S HEAD BRAND BRITISH LAGER BEER
VERY LIGHT
\$17.00 PER CASE OF 6 DOZEN PINTS.

Or \$3. per dozen including duty delivered to your residence.

Sole Agents—

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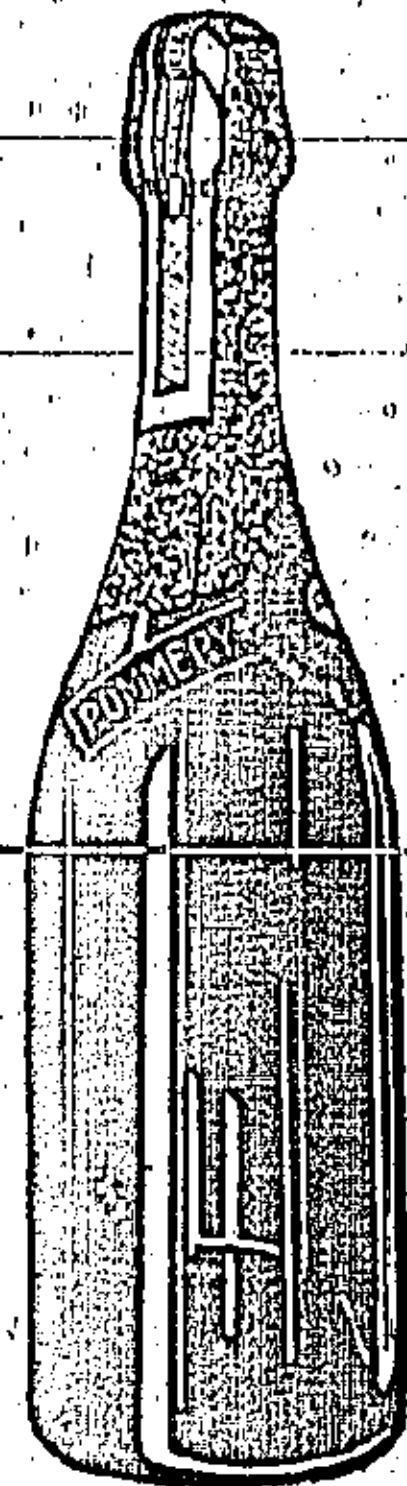
Hongkong Bank Building.

TELEPHONE C. 290.

FOR THIS WEEK'S BARGAINS IN MOTOR CARS AND MOTOR CYCLES, SEE SPECIAL

ADVERTISEMENTS IN THE MOTOR SUPPLEMENT.

CHAMPAGNE POMMERY AND GRENO



Per Bottle - \$ 5.20
Dozen - \$61.00
Half Bot. - \$ 2.75
Dozen - \$32.00

Wine Claret

Per Bottle - \$ 1.10
Dozen - \$12.00

White Wine

Per Bottle - \$ 1.20
Dozen - \$13.00

ALBERT
QUEEN'S ROAD.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY,

the 18th August, 1926,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Quantity of Valuable Household Furniture

comprising—

Teak Hatstand with Mirror, Teak and Tapestry covered Drawing Room Suite, Leather Covered Sofa, Teak Desk and Chairs, Teak Bookcases, Pictures, Oil Paintings, Ornaments, Large Carpets, Rugs, etc., etc.

Teak Dining Table and Chairs, Teak Sideboards with Bevelled Mirrors, Teak Dinner Waggon, Crockery, Glass Ware, Cooking utensils, etc., etc.

Teak and Iron Double and Single Bedsteads with Mattresses, Teak Single and Double Wardrobes with Mirrors, Teak Dressing Tables with Bevelled Mirror, Teak Chests of Drawers, Chamber Stands, Side Tables, Toilet Crockery, etc., etc.

also

A Few Pieces of Canton Blackwood Ware,

and

One Cottage Piano by "Morris."

One Cottage Piano by "John Broadwood & Sons."

One Cottage Piano by "M. F. Rachals Ltd."

Nine Enamelled Baths.

Two Cinematographic Machines.

One Bicycle.

One No. 10 Royal Typewriter.

On View from Tuesday, the 17th August, 1926, Catalogues will be issued.

Terms—Cash on Delivery.

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every

TUESDAY & FRIDAY,

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CHINA AUCTION ROOMS.

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If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

MASSAGE

Mrs. HANA INOKUCHI begs to notify her clients that she has returned to the colony, 6, Ashley Road, Kowloon. Tel. E. 764.



"I hear you are sending your wife into the country for the benefit of her health?"
"Yes—and mine!"

POST OFFICE NOTICE.

NOTICE.

Wireless Service between Hongkong and Canton is resumed. The Parcel Post Service to Swatow is suspended until further notice.

The mail service to Samshui, Wuchow and Kongmoon is resumed.

INWARD MAILS.

From	Per	Date
Japan	Suwa Maru	August 14
Europe via Negapatam (letters and papers London 15th July)	Hong Hwa	August 14
Straits	Tango Maru	August 15
U.S.A., Honolulu, Japan and Shanghai	Fres. Hayes	August 16
U.S.A., Honolulu, Japan and Shanghai	Korea Maru	August 16
Manila	Empress of Asia	August 16
Shanghai	Soochow	August 16
Saigon	Amazona	August 17
Shanghai	General Metzinger	August 17
Japan	Mishima Maru	August 17
Manila	Fres. McKinley	August 18
U.S.A., Honolulu, Japan and Shanghai	Fres. Cleveland	August 19
Australia and Manila	Tango Maru	August 20
Straits	Kitano Maru	August 23
Japan	Fushimi Maru	August 28

OUTWARD MAILS.

For	Per	Date
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Suwa Maru	Sat., Aug. 14
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 13th September).	
	Chinhua	Sat., Aug. 14, 2.30 p.m.
Bangkok, Shanghai, Japan, Honolulu, Canada, U.S.A., C. and S. America and Europe via San Francisco and Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)	Fres. Lincoln	Sat., Aug. 14
	Parcels	1.15 p.m.
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due San Francisco 8th September).	
Haiphong	Leesang	Sat., Aug. 14, 5 p.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Aug. 15, 9 a.m.
Straits and Calcutta	Talma	Sun., Aug. 15
	Parcels	5 p.m.
	Letters	5 p.m.
Manila	Fres. Hayes	Mon., Aug. 16, 5 p.m.
Amoy	Yingchow	Mon., Aug. 16, 5 p.m.
Tourane	Phranang	Mon., Aug. 16, 5 p.m.
Shanghai and Japan	Amazona	Tues., Aug. 17, 12.30 p.m.
Saigon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	General Metzinger	Tues., Aug. 17
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 18th September).	
Weihowai	Kueichow	Tues., Aug. 17, 2 p.m.
Amoy	Kaying	Tues., Aug. 17, 5 p.m.
Manila, Australia and New Zealand via Thursday Island	Mishima Maru	Wed., Aug. 18
	Registration	5.45 a.m.
	Letters	9.30 a.m.
	(Due Thursday Island 30th August).	
Manila, Australia and New Zealand via Thursday Island	Changte	Wed., Aug. 18
	Parcels	9 a.m.
	Registration	9.45 a.m.
	Letters	10.30 a.m.
	(Due Thursday Island, 28th August).	
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C.	Fres. McKinley	Wed., Aug. 18
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Victoria, B.C. 8th Sept.)	
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Vancouver, B.C. and Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)	Emp. of Asia	Thurs., Aug. 19
	Parcels	9 a.m.
	Registration	9.15 a.m.
	Letters	10 a.m.
	(Due Vancouver, B.C. 6th Sept.)	
Shanghai	Kutsung	Thurs., Aug. 19, 5 p.m.
Manila	Fres. Cleveland	Fri., Aug. 20, 1.30 p.m.
	Chenan	Fri., Aug. 20, 5 p.m.
Shanghai	Parcels	20th, 5 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Kalyan	Sat., August 21
	Registration	9.45 a.m.
	Letters	10.30 a.m.
	(Due Marseilles 17th Sept.)	

*Correspondence bearing vessel's name only.

VOTES FOR GIRLS.

OPENING OF NEW INTENSIVE CAMPAIGN.

Saturday July 3rd, saw a further stage in the development of woman's protracted fight for the right to vote.

Some 4,000 women formed in procession on the Embankment and marched by way of Northumberland Avenue, Trafalgar Square, Piccadilly to Hyde Park, where meetings were addressed from fifteen platforms, and a resolution carried demanding votes for women at 21 and seats for Peeresses in their own right in the House of Lords.

The procession was headed by the Youth Groups of the Guild of Girl Citizens, the Young Liberal Federation, and the Guild of the Citizens of To-morrow, suggestive of the fact that the Veterans of the Movement, who came later in the procession, had passed on the torch to the younger generation. Their banner of deep gold with the words "Votes for the Women Left Out" was carried against the strong northerly breeze with some difficulty.

Teachers' Appeal.

Then followed women M.P.'s and ex-M.P.'s under the "Big Ben" banner, and other banners and flags were inscribed with appeals for such things as the raising of the school age and covered dustbins, "Equality gives Ability its Opportunity" was the device carried by medical women and women teachers and students in academic dress, the contingent from the National Union of Women Teachers numbering about 700.

Actresses carrying their colours of pink and green, with the banners of Dame Ellen Terry and Miss Lillah McCarthy, added a further gay note, as did the contingent of thirty-five American women of the National Woman's Party (supporting the Six Point Group), with their banners of purple, white and gold, many of which were the originals used by the pickets of the White House and the Capitol in the campaign of woman's suffrage in the United States of America.

Many of the American women, like the British veteran pioneers, wore their prison badges. Other women wore the purple green, and white armlets with the Woman's Suffrage medal "For Valour."

Lady Rhonda, from the Six-Point Group platform, pointed out that many women between the age of twenty-one and thirty were wage-earners and should have a vote, and drew attention to the wage-earning women over thirty who were lodged, and therefore had no vote.

Nurses Without Votes.

Mrs. Corbett Ashby, from the platform of the Women's National Liberal Federation, reminded her audience of the thousands of nurses in the country who had no vote. Mrs. Despard who passed her eighty-second birthday on Friday last, had come specially from Ireland to attend the demonstration, and had walked all the way from the Embankment. She gave a short speech under the banner of the Women's Freedom League.

Lord Balfour of Burleigh, in supporting the resolutions, put and carried at every platform, demanding an immediate Government measure giving votes to women at 21, on the same terms as men, and demanding for Peeresses in their own rights a seat, voice, and vote in the House of Lords, said the vote given to women at 30 was anomalous and ridiculous. When the Bill to give Peeresses the right to sit in the House of Lords was before the assembly, all the backwoodsmen, whom they had never seen before, came like strange creatures out of caves, and voted down the rights of

KWANGTUNG FLOODS.

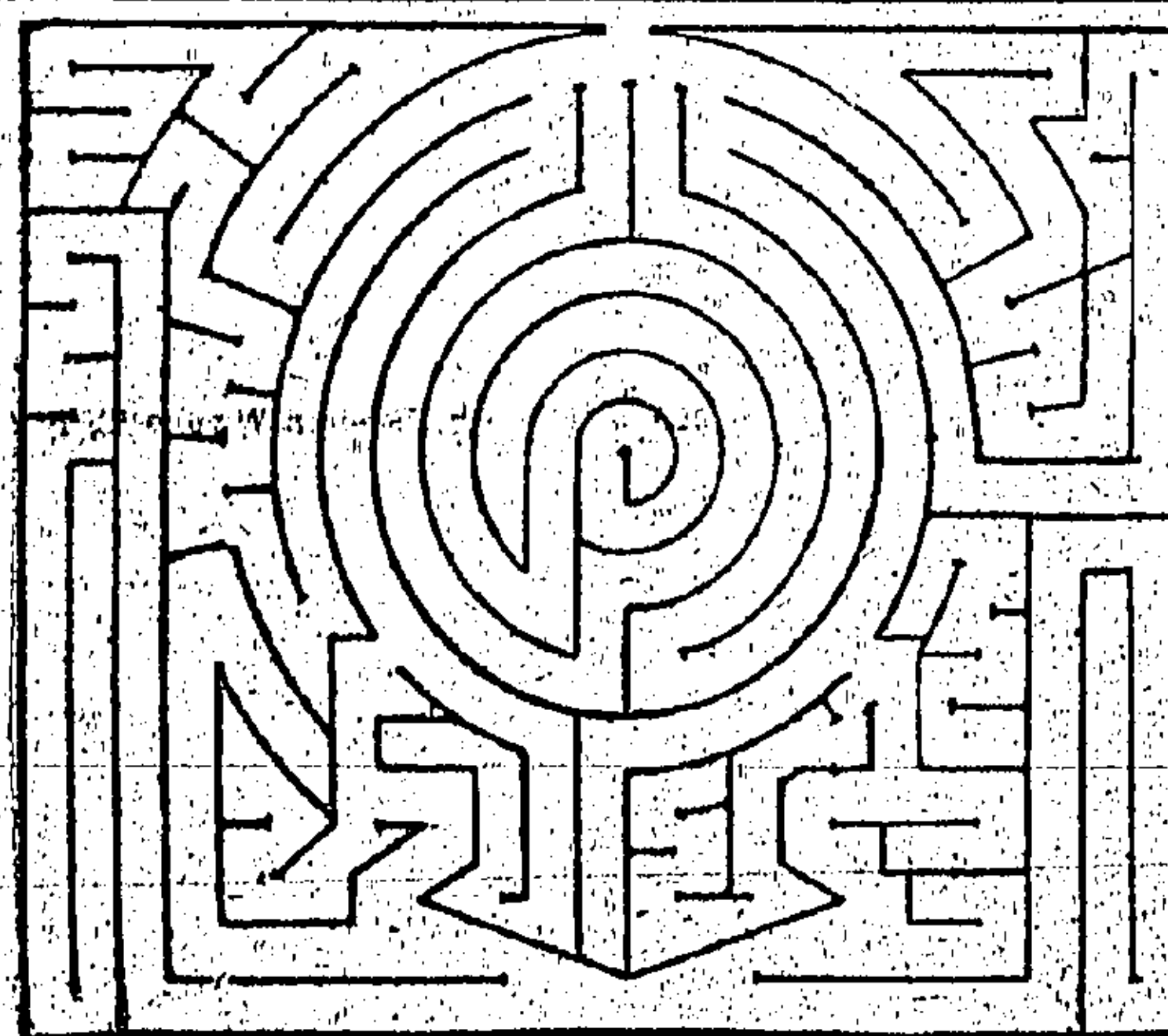
BOARD OF CONSERVANCY WORKS REPORT.

Water Levels in (English Feet) at 8 a.m.

Place of Observation	8 a.m.	10 a.m.	12 noon	2 p.m.	4 p.m.	6 p.m.	8 p.m.	10 p.m.	12 midnight
West River at Shingchi	11.0	11.5	12.0	12.5	13.0	13.5	14.0	14.5	15.0
North River at Shingchi	12.7	13.2	13.7	14.2	14.7	15.2	15.7	16.2	16.7
North River at Shingchi	12.5	13.0	13.5	14.0	14.5	15.0	15.5	16.0	16.5
West River at Shingchi	11.5	12.0	12.5	13.0	13.5	14.0	14.5	15.0	15.5

THE MYSTIC MAZE

By WALTER B. GIBSON



The above is the first of a series of the "Mystic Maze" Puzzles, which will appear every Saturday in the Telegraph, and which should prove entertaining to readers.

A picture is concealed in the twistings and turnings of this mystic maze. Take a pencil and try to find your way through. If you discover the proper path, it will lead you on a long course through the maze, and will finally bring you back where you started. The correct path is open all the way through; you will not have to retrace your moves until you finally come back to the starting point.

When you have traced the correct course through the maze, the line that you have drawn will form the outline of a picture. Fill in the outline with your pencil, and you will have a perfect silhouette of the hidden picture.

Watch for the answer and a new Mystic Maze Puzzle Picture next Saturday.

Three Castles CIGARETTES



Also packed
in
Regular Size
20s & 50s

THE PARTICULAR CIGARETTE
FOR THE PARTICULAR PERSON

OLD MRS. GRUNDY.

A LADY OF LONG AGO.

[By Lady Susan Townley.]

Interest has of late been renewed in that legendary person, Mrs. Grundy, the mysterious, never seen but always felt arbiter in social questions whose ideals and principles in my youth formed the basis of conduct among "the best people."

Her dicta ruled supreme, though nobody quite knew who this mysterious personage was. I don't know how she acquired such undisputed sway, nor do I know whether she was ever immortalised by Madame Tussaud, and if so, whether she figured amongst the heroic leaders of successful movements and forlorn cases, or was relegated to the dim, mysterious but withal thrilling recesses of the Chamber of Horrors.

Certainly that used to be in my opinion where she belonged, for I am of a generation which first felt the impulse stirring to deny her allegiance and to criticise her findings. She was, in my judgment, a wicked old woman guilty of deliberate infanticide, killing countless impulses and ideas which if brought to maturity in our day might have produced a revolution in society as complete, and far more "ladylike" (the word is here), than that subsequently worked by the "peaceful penetration" of the United States.

An Officious Spy.

For in my youth we women were beginning to think for ourselves, urged to such temerity by the facilities afforded by innovations, such as trains, telegrams and public libraries. Had our awakening been assisted by such post-war aids to independent thought and action as telephones, motor-cars, aeroplanes, and wireless, there is no saying what we might have achieved.

But, alas! Mrs. Grundy was a strict disciplinarian, as also something of a spy. Her taste was most fastidious, and as our every action was submitted to her judgment by parents' fearful of the "qu'en-dira-t-on," any youthful impetuosity was inexorably checked.

How we hated her constant and officious interference. For instance, had such things been dreamed of in her day, I am positively certain that she would have pronounced an irrevocable veto upon feminine smoking, cocktail-drinking and beauty-parlour assistance to natural charm. Are these three aids to feminine attraction not considered indispensable in these more enlightened days? Flirting was conducted under her eye in the most decorous manner, with no more effective barrier to keep off a rival than might be afforded by a palm in the conservatory. No member of the sterner sex, however young or attractive, could have forced his way in the face of her NO! across the threshold of his dear charmer's boudoir or bedroom. As for going to a dance alone and returning with male chaperonage in the small hours of the morning, such a thing was unheard of, except in Grosvenor-square.

The Parents' Protest.

A girl, according to Mrs. Grundy's prudish notions, was more effectively preserved from the ravages of fatigue by an hour's rest on her sofa than by "applied" complexion and a whiff of cocaine. We had to rely upon our natural high spirits to keep the conversational ball rolling at dinner, and that without the artificial stimulus of a couple of cocktails tossed off before going downstairs.

"What would Mrs. Grundy say?" was the half-humorous protest of our parents against every attempted social innovation destined to make Society less boring. Although weary of her tyranny and keen to set out unaccompanied in quest of Life's Adventure, never could we shake off this shadowy but enveloping personality. It needed a world catastrophe to detract from her.

Then came the War and the Great Emancipation. Irreverent youth, emboldened by changed social conditions consequent upon war, tore the sceptre of chaperonage from her venerable hands, setting up in its place the banner of American modernism.

To-day Youth holds the field against all comers. Beautiful, straight-lined, athletic, fearless, restless, with rouged lips and powdered cheeks, shingled girls fling out their sex challenge. Kisses are cheap since all may share who dare to steal. Thrills are no longer for slim ankle peeping from beneath frilled skirt but for bare knees over rolled stockings. To

the fascinating, syncopation and haunting melodies of jazz music boys and girls dance on the ruins of the old Civilisation—Mrs. Grundy's Civilisation, the Civilisation she thought so much of.

Pool's Blush and Lover's Tryst.

Poor Mrs. Grundy! Almost I find it in my heart to pity her. Although I used to hate her, as I have said, for being so strait-laced, yet so complete is her discredit nowadays that loyalty to my age almost compels me to make a stand for her. She had her good points. Although tiresome, she could tell us to a nicety how to regulate our conduct that we might be ladies always. And although the days of Vere de Vere are gone, and the Gaiety girl has come into her own, yet something may still be said for the Pool's blush and the Lover's tryst. Woman, as the fair, elusive object of the chase, was at least as attractive as the exhausted huntress who to-day shares with her male companion the heat and stress of the day.

But "Autre temps autres mœurs," says the old French proverb, and the thing is to march with the times. Never was the truth of this axiom more graciously illustrated than by the recent visit of the King and Queen to a music hall. They were as amused as we all were by the witty sallies of Billy Bennett. What greater commentary do we need upon the progress of Social Evolution than this frank enjoyment of a Variety Entertainment by their Majesties, as contrasted with Queen Victoria's classical remarks: "We are not amused!" made as her only comment upon a much less frivolous effort to incline her mind to laughter.

GUARANTEED WORK
AT CUT-RATE
PRICES.

THE DANENBERG ELECTRIC CO.,

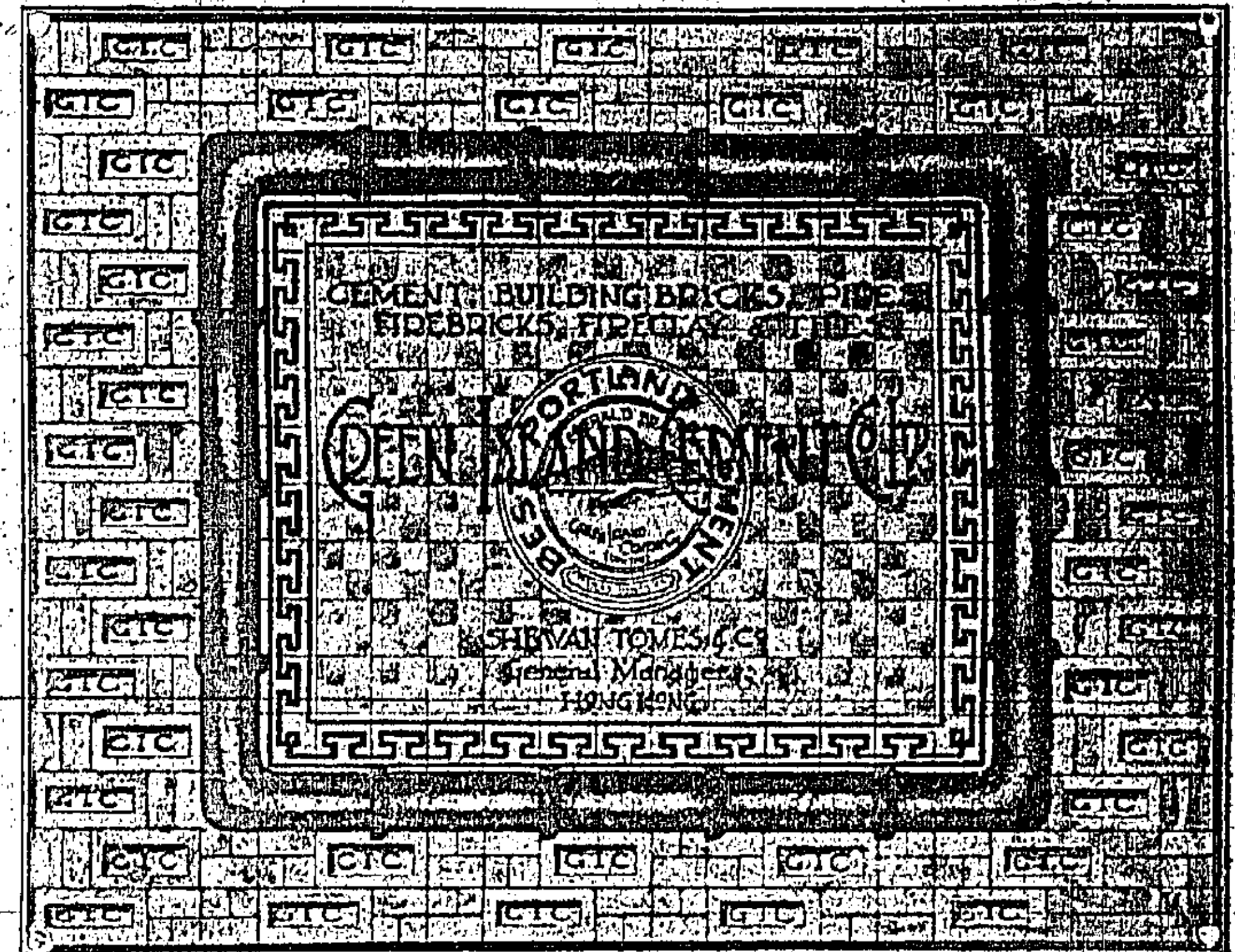
20, ARGYLE STREET, MONGKOK-KOWLOON
Tel. K. 235 (Opposite Fire Station.) Tel. K. 235

THE LATEST

Just arrived from Europe an excellent collection of dainty, exquisite and most up-to-date, VANITY CASES, consisting of figure and flower enamel, inlaid gold and silver, stone set and other designs etc. Prices very moderate. Your inspection is cordially invited.

PANDORA

39a Queens Road Central



Artistic Tiling

Suggestions and Designs submitted for every class of Floor and Wall Tiling.

Our workmanship is guaranteed, and all materials used are the best procurable.

Furthermore, every job is carried out under the supervision of an expert.

C. E. Warren & Co., Ltd.

CHINA BUILDING
(Opposite Queen's Theatre)

Telephone C.289.
Established 1899.

JAVA THE WONDERLAND

Java, the "Pearl of the East" is a singularly attractive spot for the ideal holiday. There is something for every taste—and a splendid climate

Up-to-day Hotels
Luxurious Railways
Beautiful Scenery
Sport of all Kinds

WHY NOT SPEND YOUR
HOLIDAY IN JAVA?

The only direct and regular passenger service between Hongkong and Batavia maintained by the J. C. J. L. steamers. Double and single cabins with electric fans and running water. Accommodation for Saloon Passengers. Doctor carried. All steamers fitted with wireless. For fares and full particulars about Java apply—

JAVA-CHINA-JAPAN LINE
YORK BUILDINGS

Telephone Central 1574.

GO TO JAVA

Next Sailings from Hongkong, Batavia.

S.S. "TJIKEMBANG" 26th Aug.

The Tonic You Need "Bynin" Amara

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PEARLS.

THE REAL AND THE "FAKE"

Centuries must elapse says Dr. E. E. Fournier d'Albe, before a living man treads the red clay of the Tuscarora Deep, that 4,000-fathom abyss of the Pacific into which some great earthquake may one day fling the island Empire of Japan.

But long before that happens the 600-fathom line will have been reached, where a fairy-like world of self-luminous plants and animals sways to the gentle currents of the dark-green ocean depths.

The 210-feet level reached by Catto and Diamant in 1906 involves many risks to the diver, the chief danger arising from the excessive absorption of nitrogen, which is only prevented from forming paralyzing bubbles in his bloodvessels and in his heart by spreading his gradual emergence over an hour and a half.

Happily, the real treasures of the deep are found in shallower waters, and the pearl-divers of Ceylon and Australia rarely descend beyond 90 ft. or so. At that depth vast beds of pearl-oysters are found, and for thousands of years these oyster-beds have been yielding their gems for the adorning of crowns and the decking of fair necks and bosoms.

The Growth of a Pearl.

Science, greatest of iconoclasts, has laid bare the true and rather sordid origin of Margan. "The giver of life," as the Persians called it. A pearl is a sort of disease of the oyster, or rather, it is a defence against the unwelcome intrusion of larva of Tetrarhynchus unionifera, a species of fluke or tapeworm which lives alternately in seaweeds and fishes of the ray family. When the larva enters the bivalve it usually lodges between the mantle and the mother-of-pearl lining of the shell. It is promptly imprisoned by the calcareous secretion of the mollusc, and successive layers of this secretion gradually build up that beautifully stratified "sarcophagus of a worm" which the superstitions of many races have endowed with the most vital and marvellous properties.

To the non-scientific beholder, all life-beauty is but skin-deep. The inner working of all life energies is beautiful in the eyes of the earnest seeker after truth, but most of us stop at the surface of things, and demand that it shall be fair.

And, indeed, there is nothing fairer than the surface of a pearl of flawless skin and fine "orient." Under the microscope it shows innumerable delicate alignments of grains of carbonate of lime embedded in a transparent matrix, and every pearl contains many hundreds of concentric layers of this finest of laces, each layer enclosing the next, like the annual rings in a tree-trunk.

Of Great Price.

It is only on rare occasions that a pearl is found to show the perfect sphericity and lustre of the Zosima-pearl of Moscow, or the bulk of the great pearl in the Victoria and Albert Museum. We do not know the size of the pearl which Cleopatra dissolved in sour wine and drank in order to impress Mark Antony, but we are told that its value was over £60,000.

Of a thousand oysters left to rot on the shores of Manar, only one, on the average, yields a pearl of value. But where danger and destruction of life attend the pursuit of a thing, that thing has ever risen in value.

It is not surprising that short or yuya towards the attainment of these treasures have been explored from the earliest times. Those arch-imitators, the Chinese, attained great proficiency in fitting two "button" pearls together to form a perfect sphere, and they not only inserted grains of sand into pearl oysters in order to provoke the formation of a pearl, but converted tiny tin Buddhas into "miraculous" effigies by the same process.

Ingenious Tests.

As the priting of bank notes has given rise to a steady rivalry between the forger and the official engraver so the imitation of pearls has resulted in a race between the imitator and the discoverer of the imitations. The microscope immediately express the clumsy fakes made of glass bulbs filled with ammoniated fish scales. Sand-grain cores yield their secret

to the X-ray screen, and the same detector will penetrate the disguise of almost any artificial core. One exception is the mother-of-pearl core, invented by the Japanese Jeweller Mikimoto, who turns minute spheres of that material in a tiny lathe and induces the oyster to deposit its gossamer film round so congenial a nucleus. The result is a beautiful pearl. But, alas! it is a "culture" pearl and not a "real" pearl, "warranted complete with tape-worm," as a sarcastic misogynist put it. The Japanese culture pearl has, until recently, defied detection, but it has now been put in its place by an ingenious optical test devised by MM. Chlowski and Perrin. This method is based upon the fact that light will follow a curved path between two curved surfaces placed close together, as we can see to some extent in the tiled tunnels of London's underground. The optical apparatus consists of a tiny piston introduced into the perforation with which most pearls are provided for the purpose of stringing. The piston has a tiny mirror at each end. The two mirrors are at right angles to each other, and at 45 degrees to the axis of the piston.

A beam of light is thrown on one of the mirrors inside the pearl, and the other mirror is observed through a magnifying glass. The observer sees the mirror lighting up if the pearl is real, while it remains dark if it is artificial. The reason is that the beam is reflected sideways by the first mirror into the space between two of the layers of genuine pearl substance, and follows that curved space as far as the second mirror, which restores the beam to its original direction.

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Run your tongue across your teeth, and you will feel a film... a viscous coat that covers them. That film is an enemy to your teeth—and your gums. You must remove it.

It clings to teeth, gets into crevices and stays. It absorbs discolorations and gives your teeth that cloudy, "off color" look. Germs by the millions breed in it, and they, with tartar, are a chief cause of pyorrhea.

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Now, in a new-type dentifrice called Pepsodent, dental science has discovered effective combatants. Their action is to curdle the film and remove it, then to firm the gums.

Now what you see when that film is removed—the whiteness of your teeth—will amaze you.

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PIRACY PREVENTED?

HEAVY SENTENCES FOR ARMED MEN.

Convinced that they had boarded the s.s. Suiyang before her departure for Shanghai on August 8, with the specific intention of perpetrating a piracy, the Police made an application for a heavy sentence to be imposed on four Chinese who were convicted by Mr. J. H. B. Nihill and Major C. Willson at the Kowloon Magistracy yesterday afternoon on charges of unlawful possession of six fully loaded revolvers. A fifth man who was charged with the other defendants was found not guilty and acquitted.

Sub Inspector Andrew outlined the case for the prosecution and stated that early on the morning of the 8th inst. a party of Police searched under Sergeant Barnicle boarded the s.s. Suiyang and carried out the usual search under the Piracy Prevention Ordinance.

About a quarter of an hour after going on board one of the searchers reported that he had found two pairs of boots, which contained four revolvers concealed in the soles. A further search revealed another pair among the cargo near to where the defendants were sleeping.

The passengers on board were tallied and of the 50 persons going to Shanghai, the five defendants were the only Cantonese, the others being Northerners.

Two days previous to the seizure, the third defendant purchased four passage tickets from the Tai Loi boarding house and these tickets were later found in the possession of the first, third, fourth and fifth defendants, who were all together when found by the Police.

The Arrests.

The boots were found near the first defendant, who was arrested immediately and the second man was arrested after trying to walk away from the searchers. The third man was found on board a junk which was lying alongside. The other two defendants were subsequently arrested.

Evidence bearing out the opening was then given by Sergeant Barnicle and other Chinese searchers. One man said that after the third defendant was found to be missing, he searched for him and arrested him on board a junk. The defendant was questioned and he said that the arms were being taken to Shanghai where they would be sold.

When arrested the first defendant admitted that he owned one pair of boots, the other pair belonging to the second defendant. This man was also asked and he also admitted ownership of one pair of the boots. The third defendant told the Police that he was going to Shanghai where he was taking the fourth defendant to pursue his studies.

A clerk at the Tai Loi boarding house stated that on the morning of August 6, he sold tickets for Shanghai by the Suiyang to the third defendant, who returned later in the day and purchased another two tickets. The following day 22 further passages were booked.

Replying to the third defendant, witness said that he was certain of his identification of the purchaser in the morning but he could not recognise the man who bought the tickets in the afternoon. The defendant had stated on the first occasion that there would be two or three other men who would be requiring passages.

Accused's Statements.

The Police interpreter was then called and he produced the state-

AN IRON TRUST.

BIG CONTINENTAL COMBINE.

Paris, Aug. 13.

According to the papers, the last phase of the parley between metallurgists of France, Germany, Belgium and Luxembourg for the formation of an iron trust began yesterday at Paris.

Le Matin foresees the signing to-morrow.—Havas.

London, Aug. 13.

Negotiations for a great continental trust in which representatives of the heavy metal industries of France, Germany, Belgium and Luxembourg are concerned, are reaching the final stages in Paris.

The British position is stated at present to be somewhat obscure, although the Westminster Gazette learns on high authority that British steel interests do not intend to enter the combine.

A Paris message quoting the newspaper Le Journal says it is very improbable that British industrialists will attempt to attack the trust, as they are already members of the rails combine; and it further opines that it is awaiting the reply of American manufacturers, who are certain to take the challenge of a new trust which is likely to organize more effectively against American dumping.

The Matin says the agreement, which is expected to be signed to-morrow, will only operate after being approved by the Governments of the countries concerned.

—Havre.

THE WATCH ON THE RHINE.

A REDUCTION NEXT MONTH.

Paris, August 13.

Le Journal says the French troops in the Rhineland will be reduced by 6,000 men in September.—Havas.

ments made by the defendants. In answer to the charge the first defendant had stated that the arms were found in his possession. The second defendant made a statement in which he said that the arms were taken on board the ship by the first defendant who had asked him to go to Shanghai to "rob things."

When asked what phrase the defendant had used, the interpreter said that he said *fat yang choi*. The Court interpreter was asked the translation of the phrase and he said that it meant "procure foreign wealth."

The statement of the third defendant was that the arms were being taken to Shanghai to be sold. The other two defendants both denied that they knew anything of the whole affair.

Examined further as regards the meaning of the idiom used by the second defendant, the interpreter said that the character *yang* was also "ocean" and it was possible that the defendant had meant "to procure ocean wealth."

The second defendant was asked what he had meant by the phrase and he denied that he ever made such a statement.

After the defendants had made statements in Court denying possession of the arms, the first four defendants were all convicted and the fifth man acquitted.

Sub Inspector Andrew said that he had been instructed to apply for a heavy sentence as the D. S. P. was convinced the men were going to commit a piracy. They were all experienced seamen.

Sentence of seven years' hard labour each was imposed.

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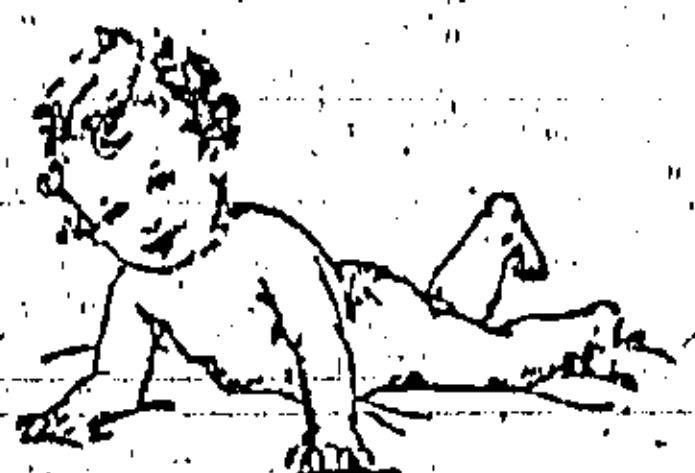
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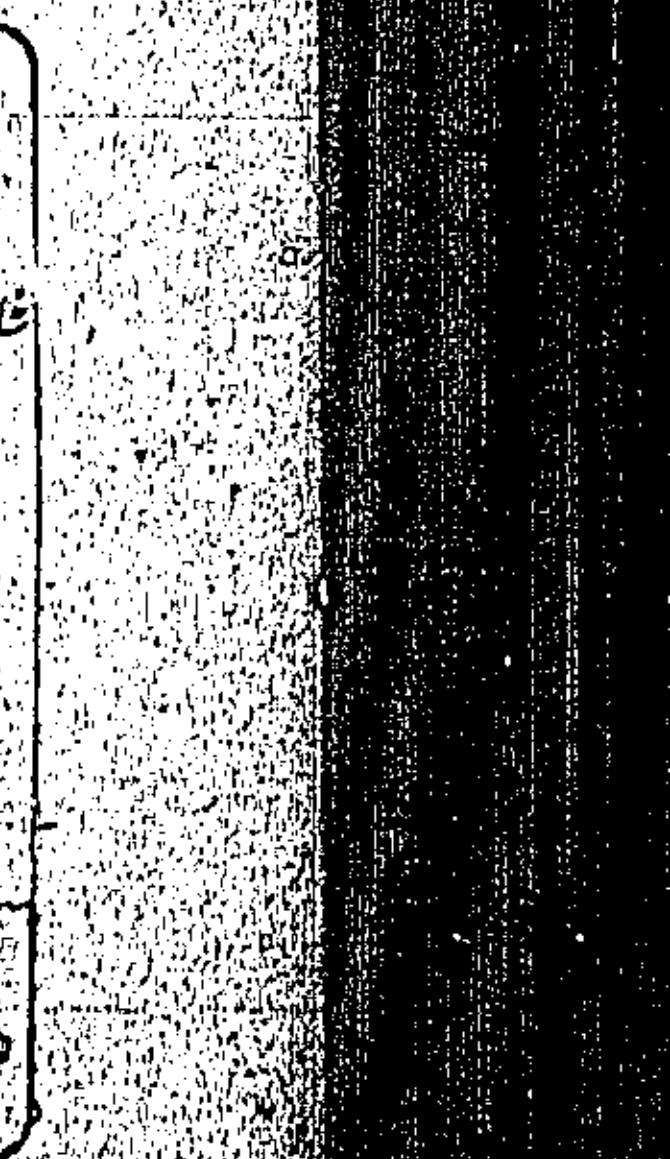
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BABY IS SURE



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LACTOGEN
The Natural-Milk Food



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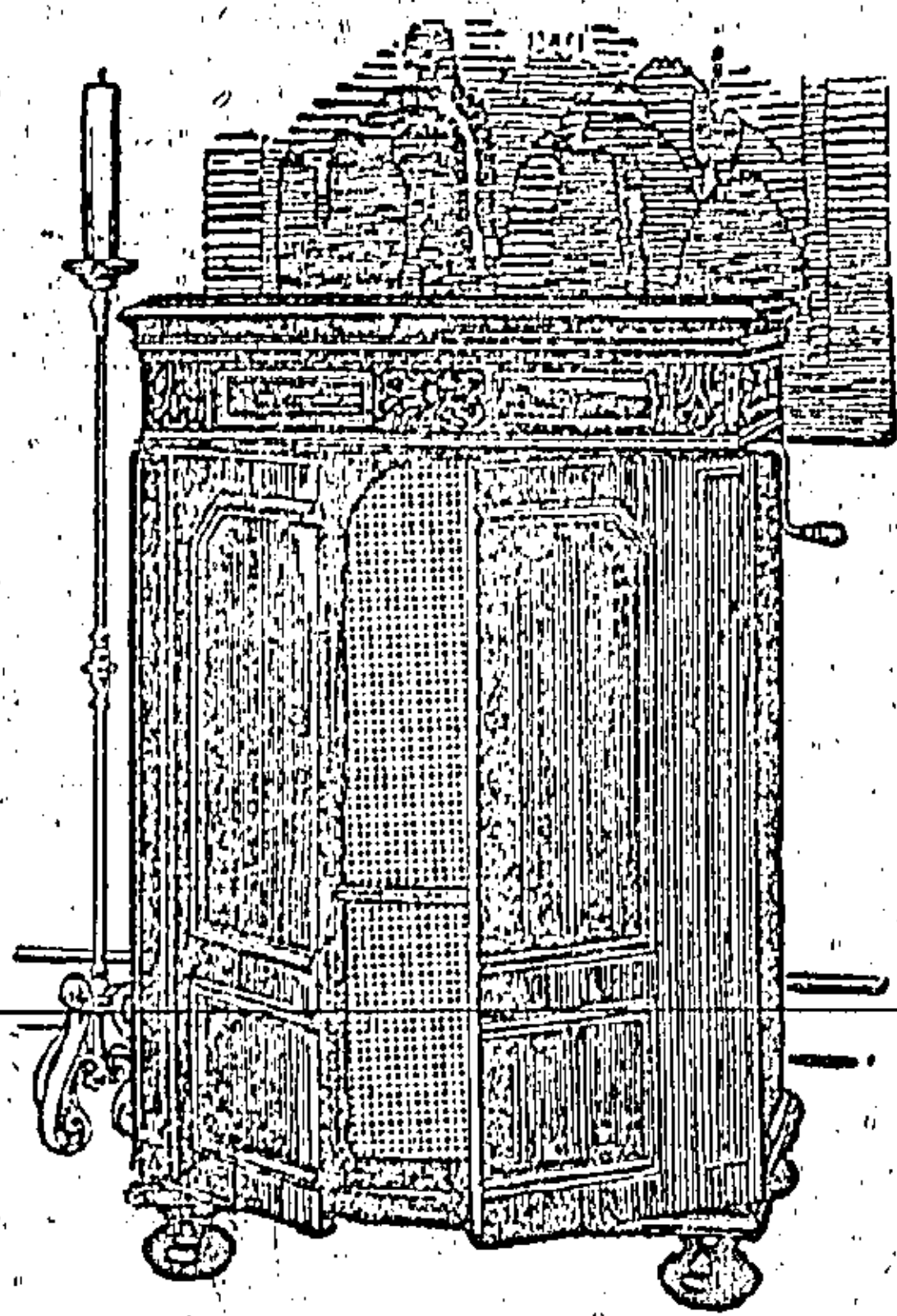
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TILL MID-DAY

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AN UNPARALLELED TRIUMPH

This is the universal verdict concerning the New Remington Standard 12—a verdict which is reflected in the choice of business offices and business schools everywhere.

Examine this new model and see the many fundamental improvements that Remington has made in typewriter construction. We invite comparison on every count whether ease and speed of operation or quality of work.

Mustard & Co., Ltd.
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16-17, Connaught Road Central.

The Telegraph

SATURDAY, AUGUST 14, 1926.

HARBOUR NEEDS.

With the going aground of the President McKinley off Kowloon Point on Thursday evening, at a spot where the chart shows that there is at least 30 feet of water at low tide, a clear case is made out for the dredging of this area. Only a fortnight previously, the motor ship, Danmark, stuck on the soft mud bank there for several

hours and prior to that the motor ship Tongking had also been stranded during low tide. Fortunately, in no one case was any damage sustained by the vessels concerned, but the authorities of the Port—the Hongkong Government—must see to it as early as possible that the depth of this fairway is made to accord with the soundings marked on the charts of the harbour. It is surmised that the recent heavy rains which washed large quantities of sand and silt into the harbour has assisted in the silting up of this point, a spit now running out in a south-westerly direction from Blackhead's Point. This could soon be proved by a series of soundings at various states of the tide and a dredger put to work. This work falls on the Port Development office of the Public Works Department and ought to be put in hand right away.

Looking after matters connected with the upkeep or development of the harbour seems to have been relegated to the rank of unimportant routine, these days. We all remember the eclat with which the Port Development Department was launched under Mr. John Duncan and how this important work was detached altogether from the Public Works Department and given its own executive head. After the departure of Mr. Duncan, followed later by the

strike and boycott, the Department seemed to lose its importance and the work of it has now been re-merged into that of the P.W.D. with a consequent of identity and—what seems to the general public—a loss of initiative. Have all the carefully-planned and expensively-prepared schemes of port development receded entirely into the background? These are admittedly dull days of trade and the facilities of the harbour are doubtless adequate to meet the needs of the decreased quantity of shipping visiting us, but we all live in hopes, and speak loudly

about possessing faith, that we shall soon witness a revival of trade and prosperity. Are we doing anything to prepare for those days? If we are not then surely

we are adopting a short-sighted policy? Hongkong lives by shipping, it is the natural deep-water port of South China and as the overseas trade of South China both inwards and outwards will inevitably continue to grow—in spite of such arbitrary interferences as the present boycott—it should be apparent to our administrators here that one of the finest ways they can help the Colony is to spend money to improve and cheapen the shipping facilities of the Port.

Anything that makes berthing, cargo-handling, transshipping, etc., cheap and attractive will be an investment of the soundest kind. But one finds that the work of port development has been shelved, and that the office and its staff has been merged with the Public Works Department—a Department which (despite the excellence of its routine work) has not displayed a tremendous amount of progressive initiative of late. Certain it is that there is room for profitable attention to our harbour—the trade on which has so often and truly been termed the Colony's life-blood.

Site, But No Hospital.

We were hoping that at Thursday's meeting of the Finance Committee of the Legislative Council, some information would have been forthcoming regarding the present state of the War Memorial Nursing Home scheme. A vote for \$6,000 was asked for and approved in regard to the access road leading to the site, and even on that point there appeared to be some diversity of opinion as to the Government's liability in the matter. We are not so much concerned over this issue, however, as we are over the question of the provision of the Nursing Home itself. The site has long since been prepared and the road leading there to is practically finished, although both have suffered somewhat as a result of the recent floods. But the main point is that we have the site, and we have the road—but we have no hospital, nor even the foundations for one! The public is somewhat in the dark regarding the progress of the scheme, how much money has been raised, by what means it has been secured, and what prospects there are for the construction of the hospital. If matters are not soon expedited, it will be somewhat of an anomaly to describe the institution as a war memorial by the time it is ready for opening. Since the site was first chosen, there have been suggestions that it might not be used for the purpose for which it has been prepared, but on this point no definite information has since been forthcoming. It would, however, seem only common sense to adhere to the original site, seeing that it has been cleared and the access road leading to it practically completed. The chief need, however, is that some definite steps be taken towards actual construction, and we trust that there will be no further delay in the matter.

EXCHANGE RATES.

Rugby, August 13.	
Paris	178 1/2
Brussels	180 1/2
Amsterdam	12 1/2
Berlin	20 40/6
Copenhagen	18 27/4
Vienna	84 37/4
Helsinki	193
Lisbon	217 1/2
Buenos Aires	45 5/16
Shanghai	2 9/4
Yokohama	1 11 21/32
New York	48 13 1/16
Geneva	25 1/4
Prague	18 1/4
Milan	18 1/4
Stockholm	22 1/4
Oslo	16 1/4
Madrid	31 3/4
Rio	7 37/64
Bombay	1 7 3/32
Hongkong	2 1/2
Silver (spot)	28 1/2
Silver (forward)	25 11 1/16

—British Wireless.

DAY BY DAY.

HOW DIFFICULT IT IS TO SAVE THE HARK OF REPUTATION FROM THE ROCKS OF IGNORANCE.—Petrarch.

The Kowloon Cricket Club Concert takes place to-night.

The Empress of Asia leaves Manila at 4 p.m. to-day and is due here at 6 a.m. on Monday.

The recission of order proclaiming Amoy an infected place is notified in the Gazette.

Rules made by the Kowloon-Canton Railway regarding the use of the Taiipo railway pier and bund by vessels are contained in the Gazette.

A report dated 6th August, has been received from the Master of the s.s. Tean that the buoy inside Orange Island (approaches to Hongay) is missing.

A report dated 7th August, has been received from the Master of the s.s. Tean that a derelict junk is floating bottom up just awash Lat. 21. 42. 30 N., Long. 113. 33. 30. E.

It is notified that, at the expiration of three months, the E. F. Cox and Company, Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

It is notified that, at the expiration of three months, the Yee Lok Company, Ltd., will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

According to a report made at the Harbour Office by the British India s.s. Talma, Mr. D. J. Ramsay, the chief engineer, died from heart failure while on the way from Amoy to Hongkong.

The street commencing at Yee Kuk Street being the first street, east of Nan Chang Street and running in a north-easterly direction and terminating at its junction with Tai To Road is to be known as Shek Kip Mei Street.

Mr. G. A. H. Macpherson, of the Borneo Co. Ltd., Bangkok, has been committed for trial in the High Court there on a charge of driving his car at an excessive speed and killing a Malay woman on July 27th.

The Traffic Office notifies that Queen's Road, East, between Arsenal Street and Gresson Street, will be closed to vehicular traffic on Sunday. Traffic will be diverted via the Praya East and Gresson Street to Queen's Road East, and vice versa.

The Chinese charged with the murder of another man by pouring boiling water over him while he was asleep was committed for trial at the Criminal Sessions by Mr. R. E. Lindsell yesterday. The defendant intimated that he would call his wife as witness.

Observatory returns for July show that the average mean temperature was 82.1, the highest being 91.3 and the lowest 73.3. There were 221.7 hours of sunshine and 29.79 inches of rain, whilst the average humidity was 81. The maximum wind velocity recorded was 86 miles per hour on the 22nd.

There has been added to the Dental Register the name of Mr. Chaun Kwok-wing, 38, Queen's Road Central. Mr. Chaun is not qualified for registration but is exempted from provisions of Ordinance by certificate dated 6th August, 1926, as holder of the degree of Doctor of Dental Surgery conferred by the University of Pennsylvania, U. S. A.

Mr. Tse Tsok-kai, who was mentioned yesterday as one of two unofficial delegates arriving in Hongkong to approach local merchants in regard to expediting a settlement of the boycott, informs us that he is visiting the Colony in a purely private business capacity, and has not conferred with any merchants on the subject named.

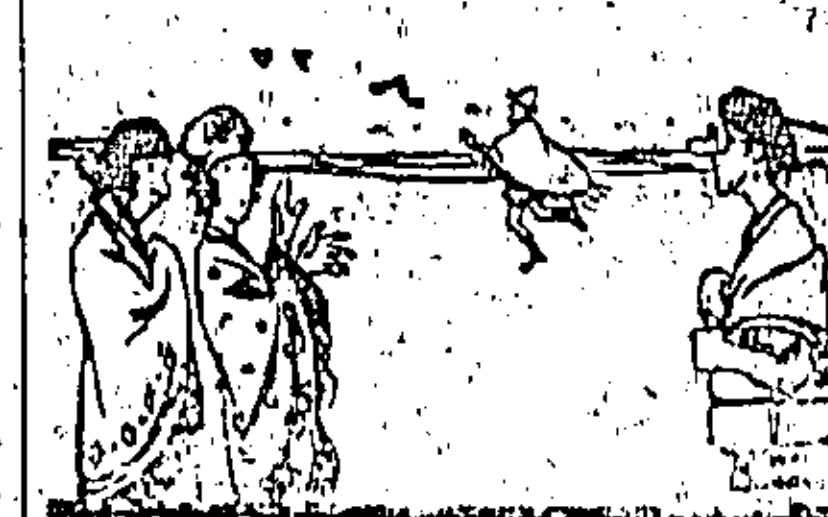
Notice is given that the Governor proposes to make an order under the Streets (Alteration) Ordinance, 1923, for closing the extreme southern end of North Street, as shown on a plan which can be seen at the office of the Public Works Department. Any person objecting to the proposed order must send his objection, in writing, to the Colonial Secretary, as to be reached the office of the Colonial Secretary not later than the 3rd day of September, 1926.

MIXED GRILL

A Merry Miscellany
Ashley Sterne

"Shawls for the seashore, in place of the ordinary bathing-cloaks of bath-towelling, are to be one of the fashion sensations of the season."

Thus saith my illuminating and instructive daily paper; and as I should awfully like to be part of a fashion sensation I must see about buying a shawl at once. Unfortunately, my paper does not mention what sort of a shawl is required to create a fashion sensation, and since the only species of shawl with which I have a nodding acquaintance is the kind the weakly charlady wears, I shall have to make a start with a similar specimen, and see what happens. Can't you hear the Kodaks loosing off when I step out of my hotel at Bughampton (the Hotel Superbe, Magnifique, Splendid, Glorieux, Charmant at Exquis) thus arrayed? But why shouldn't I do the



thing properly while I'm about it, and wear, in addition, elastic-sided boots and a cloth cap affixed to my head with a hat-pin the size of Excalibur, and carry under my arm a large brown-paper parcel from which the bone of a cold leg of mutton protrudes? This, I venture to say, would cause something more than a fashion sensation. It would cause a fashion panic.

"You say, constable," observed the newly created rural J. P. "that when you remonstrated with him the prisoner took umbrage?"

Yes, your Worship.

"Well, what I want to know is, did the prisoner subsequently return the stolen umbrage?"

On the contents-bill of a popular weekly I recently saw the question: "How many wives has a whale?" and ever since I have been worrying around trying to ascertain the answer. Curiously enough I had never before suspected that there was such a thing as a whaleess. One never hears of an oystress, or a lobsteress, or a Mrs. John Dory, so why should there be a whaleess? In my perplexity I wired the question to that old fool, Professor Barnim Crumpett, F.Z.S., who, by the by, has now gone to Mubaden (Upper Magnesia)—to drink the mud. He promptly wired back: "Which whale?" which just shows how drinking the mud goes straight to the head. But I wasn't going to let him shirk the question in that manner, so I wired back "Second whale on the left up the Behring Straits," to which he replied: "One shilling each way Australians."

And that's how the matter stands at the moment. I propose, however, to renew my researches at an early opportunity, and at the same time endeavour to solve one or two other little problems in marine biology as, for instance: Have mermaids got hard rose or soft? Is it unlucky to eat a winkle with a black pin? Do bivalves commit bigamy? Do prawns make good godfathers? Do wholks wed with whitebait? Can turbot perspire?

EARL WHO LOST £300,000.

NO INCOME FOR THE PAST 18 MONTHS.

Without income for the past 18 months, and in the hands of money-lenders—this was stated to be the plight of the Earl of Pembroke whose creditors met at the London Bankruptcy Court recently.

He retired from the Army in 1920 on a pension of £250 a year. He came into the title and estates on his father's death in 1913. The gross income of the estates was about £28,000, but mortgages and charges totalled £840,000, and the net income was £4,000.

He executed a receivership deed under which the income was transferred to one of the trustees of the settlement for the maintenance and benefit of the family, and apart from his pension and some £500 a year from directors' fees he had no income.

Mr. Bensley Tisher, that fluent but drivelling young poet, writes me apropos of my last week's verses, the first line of which was reminiscent of John Masefield, that he has always considered the latter's "Sea Fever," if suitably rewritten, would make a very good coon-song of the "want-to-go-back-somewhere" type. He encloses for my use the following verses in illustration of what he means. They are clearly designed to be sung to the chorus-melody of "Down on the Farm."

I wanna go back—
I wanna go back—
I wanna go back to the sea,
Where the whales go,
And the sails blow,
And the flung spray's flung on me!
All I ask is—
All I ask is—
A tall ship and a star;
O, how I long to be
Way down at Brightingsen,
Inside the bar!

I wanna go back—
I wanna go back—
Just to hear the seagull's cry,
And to feel quick
The steering-wheel kick,
And the blown spume in my eye!
All I ask is—
All I ask is—
A big white, shaking sail;
O, how I wish I were,
At Weston-super-mare,
Out in a gale!



All I ask is—
All I ask is—
A laughing rover's yarn;
O, how I long to be
Way home in Tennessee,
Back on the farm!

Grateful though I shall ever be to Mr. Tisher for the use of these verses, I nevertheless felt compelled to point out to him that "farm" doesn't (and never did) rhyme with "yarn," and that Tennessee isn't (and never will be) anywhere near the coast. To these objections Mr. Tisher merely remarked that it's for the privilege of making little discrepancies like these that they make him take out his poet's license.

One of our M. P.'s who has recently been making a tour of our convict prisons, states that the general health and stamina of the inmates are excellent. So, join with me, my hearties, in singing that rousing song: "Hearts of Oak-um!"

HOUSEHOLD HINTS.

To make a Swiss roll, take him up to the top of Pylatus, lay him on his back, and give him a good hard push.

To prevent nails from rusting in water, drop in a dead canary.

To remove the whiskers from hairy geeseberries, first spook-shave them and then rub briskly with emery-paper.

Never throw away any disused slices of spiced dumpling. They make excellent ear-pads for headphones.

Milk will never turn if kept in a trouser-sleeve. Neither will a worm.

Most of the liabilities were due to money-lenders. He attributed his failure to being without income for the past 18 months. Most of the loans from money-lenders at high rates of interest, had been used to repay other money-lenders.

Cotton Gamble.

The Official Receiver reported that so far as he had been able to ascertain the earl was liable, under covenants contained in the consolidated deed entered into by him, for £340,000.

The earl's family solicitor said that he lost nearly £300,000 in financing a Mr. Fitzgibbon, who was gambling in cotton and became bankrupt.

The meeting was adjourned for a month.

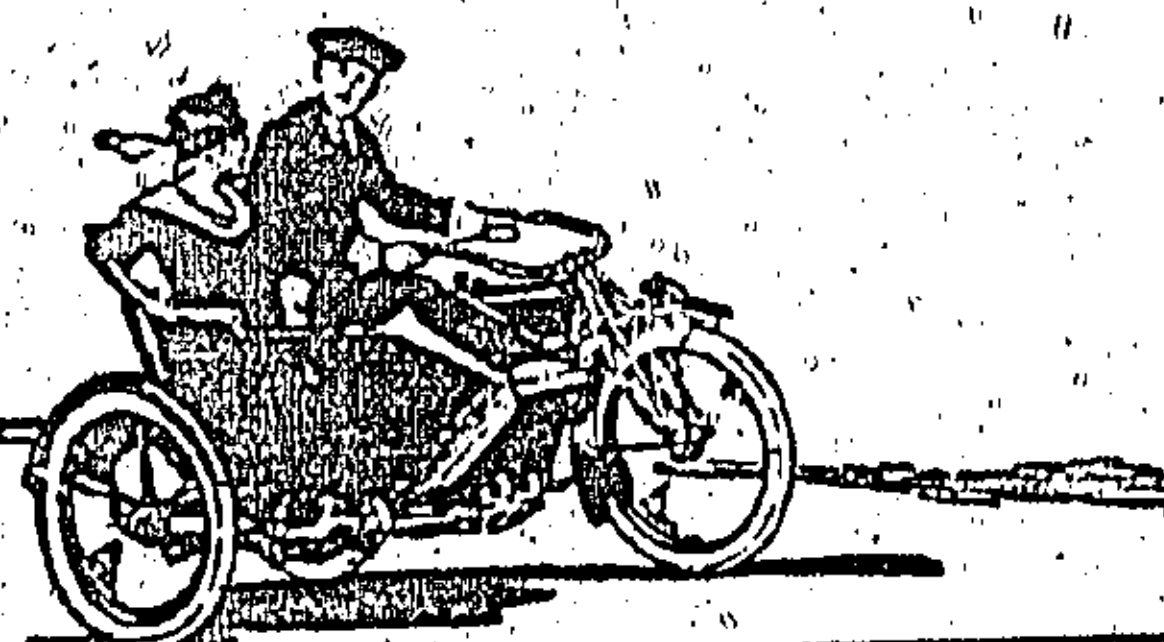
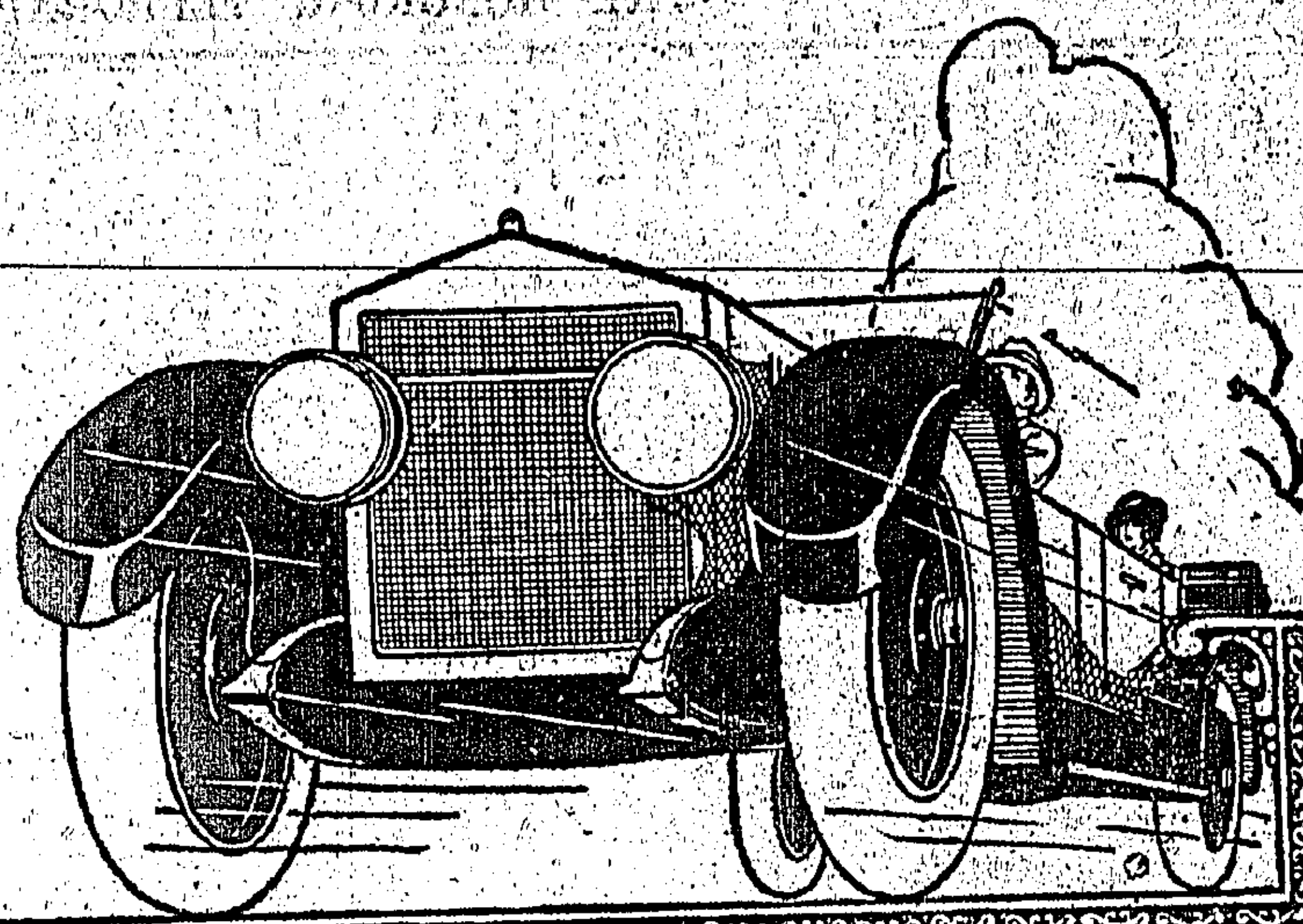
The statement of affairs revealed liabilities £33,382 and no assets. The deficiency account showed interest charges since June 1925 of £44,042, gambling losses £1,800, and household and personal expenses of £2,000. His income was stated to be £460.

MOTORIZING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 14th August, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT



Control Improvement.

Among the recent improvements we have noticed is that during the busy hours of the day a European traffic officer is stationed either at the junction of Garden Road and Queen's Road or at the junction of Des Voeux Road Central and Jackson Road. This officer works between these two posts between the hours of 12.30 p.m. and 2.30 p.m. and from 5 p.m. to 7 p.m. His duty, we understand, is to see that the native police are on the alert and generally to assist in traffic control.

Vehicle Accidents.

A short time ago we published a list of the accidents which had occurred in Shanghai during the first six months of the year. We are now enabled to give the total number which have occurred in Hongkong during the same period, and we think that the comparison is all in favour of this Colony. The figures are as follows:

SHANGHAI			
Month	Accidents	Injured	Killed
Jan.	588	177	9
Feb.	520	179	10
March	746	245	11
April	557	231	10
May	722	304	19
June	555	241	5
Total	3738	1375	53
HONGKONG			
Month	Accidents	Injured	Killed
Jan.	52	27	4
Feb.	55	28	2
March	57	26	2
April	39	19	1
May	49	24	2
June	48	27	4
Total	300	152	17

One must readily admit that there are very many more vehicles in the northern port than here, but the Hongkong list includes all accidents to motor vehicles, trams, push trucks, rickshas, etc., whether they were of a serious or minor nature.

The Kowloon Bus Service.

Residents in Kowloon will no doubt have noticed the improvements which have of late been carried out in regard to the condition and service of the buses running in Kowloon. These buses are under the constant supervision of the traffic department as public vehicles and they are frequently examined by an experienced mechanic. Most of the signs have been erected at the approved stopping places and the new regulations regarding stopping are being very well followed. It can still be said that only a small percentage of the buses are fully satisfactory from the standpoint of a modern and efficient service of passenger buses, but a number of new vehicles of a well-known make are on order. As these new buses arrive the old ones will be taken off the streets. It is estimated that by the end of the year fully a dozen of these new vehicles should have arrived. They have been specially designed to give maximum protection to the travelling public.

Road Repairs.

Quite a number of the roads which were blocked by the heavy storms of three weeks ago have been cleared or partially cleared to give a passage to vehicles. Two dangerous spots worth noting and which are now being cleared are at the junction of Garden Road and Robinson Road and the junction of Caine Road and Glenale. The new Road leading from Robinson

Road to Conduit Road has not yet been opened as this suffered rather badly. The main island road, between Repulse Bay and Tytam cannot be used by motor traffic, but there are two ways to Repulse Bay now open—one from the city via Pokfulam and Aberdeen and the other via Wanchai, Stubbs Road and Wongnichoing Gap. To Sheko, there is only one way possible, namely, by way of Shauiwan. The bridge situated on the lower road leading to the marshes at Repulse Bay is damaged and care should be exercised when driving over this spot.

Another Coat Wanted.

While it is undoubtedly a good scheme to whiten prominent objects such as rocks, bridges, etc., at dangerous corners, it should be remembered that such colouring does not last for ever, and after a certain time has elapsed, another coat or coats of paint should be applied. On the Kowloon side this discolouration is noticeable along the Tai Po Road, and the Castle Peak road, as far as it is now possible to go. The painted objects do not show up in lamplight as well as they might do. It is, of course, possible that the recent heavy rain has reduced the reflective powers of the paint, but in view of the extremely dangerous twists and turns along these roads, no time should be lost in renewing the paint.

Castle Peak Road.

How work on the road to Castle Peak is progressing, and how long it will be before the usual evening bathing trips can be made, are questions which are being asked on all sides, and to gain some information on this question, a *Telegraph* representative made a trip on the road on Thursday evening. It was found possible to get to a spot, about three miles from Castle Peak, but progress was here stopped by

a small bridge which has collapsed, some two hundred yards before the five span bridge. Except for road collapses by the Briquetting Company, at Tsin Wan, the road is as usual until the second beach is passed, but after this the greatest caution should be used. Only a short distance past the second beach, a huge section of the road has caved in but it is possible to get past this spot with a motor cycle combination. It is doubtful whether a car could get through. After this, bad patches follow each other in quick succession, and in several places there is little road surface left, the tar macadam being badly churned up. Big "U" gaps have been left in the sides of the roads, leaving very little sound road on which to pass. It was noticeable that although there were a number of coolies along the road, little work was being done. Apparently, when the bridge above referred to has been repaired, traffic will be possible all the way, assuming that a small gap in the road near Castle Peak, which has already been repaired, it ought to have been. Judging by the present rate of progress, it will be surprising if the road is declared open within a month from now.

Ricksha Nuisance.

Although all credit is due to the traffic department for the efficient manner in which the motor traffic is controlled as a general rule, it would not perhaps be out of place to bring forward the question of rickshas on the Hongkong side entrance at the Star Ferry. In a place like Hongkong, where motor vehicles are fast increasing every year, more and more attention is required to be directed to its control, and the humble ricksha does not come under so strict a vigilance as formerly. On a wet day particularly, the passenger who emerges on to the Praya from the ferry is usually met with a great hubbub of shouting, the entrance is practically blocked with rickshas and passengers, who cannot get out because of the rickshas. There is often a scene of great disorder there, and this occasionally happens on a fine day.

Control Needed.

Why this should be so it is difficult to explain. It is noticeable that some policemen on duty there make valiant but often unsuccessful efforts to quell the coolies, who have had to be threatened with a baton before they would be orderly. Other policemen, it has been noticed, take little or no notice of these annoying scenes, and the coolies create as much disorder as they like. It is annoying in the extreme to have to literally "dodge" across the road, and more than one person has narrowly escaped being struck in the face by the hood of a ricksha as the coolie has suddenly swung round, either to try to get to a prospective fare before another, or to avoid a policeman. A short time ago there used to be a similar rush for fares on the Kowloon side, but the order now prevailing there shows the result of efficient control. Could not something be done to remedy matters on the Hongkong side? If the rickshas were regulated with a firm hand, people who do not want them would be able to leave the ferry entrance and cross the road in comfort.

CORRESPONDENCE.

QUESTION OF DRIVERS' WAGES.

Sir,—Your last Saturday's local motor notes on the question of high wages paid to private motor car drivers must have been read with the utmost satisfaction by almost every employer of this particular class of labour. Unquestionably, the wages paid to motor car drivers here are entirely out of proportion to the services rendered in return. There is not a servant in my house who does not work very much harder than the average driver, and yet should I again engage a driver, I must apparently pay twice the wage paid to my No. 1 houseboy. During the week, I did happen to meet with one man who disagreed with your point of view, on the ground that a driver carries the life of the passengers

LARGEST CLUB.

300,000 A. A. MEMBERS.

On July 7th the membership of the Automobile Association passed the third hundred thousand mark. On 6th July last year the membership reached 250,000.

The A. A. is the youngest organisation of private users of motor cars and motor cycles in England. It is also the largest in the world, its membership being direct, and not affected by affiliation.

The Association was started twenty years back, in 1905, by the provision of eight cyclist patrols on the London-Brighton Road. To-day, the A. A. road patrols are serving members on over 20,000 miles of roads, and their cycles, motor cycles, and Day and Night road service, outfits are covering over eighteen million miles annually.

in his hands. That is all fiddlesticks, because it is within the province of the Traffic Dept. to satisfy themselves that every applicant for a licence is physically suitable.

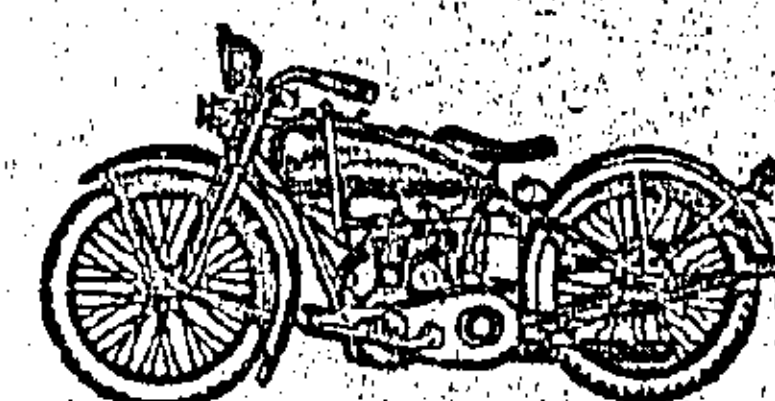
If our enterprising Automobile Association takes the matter up, I feel sure that their efforts will meet with very wide support.

Yours, etc.
COMMONSENSE.
Hongkong, August 11th.

Overheard in the Shanghai Club.—"What now, here to drive in Shanghai? Why man, I drove 65 miles this morning on one journey." "Good gracious, where did you go?" "Go? I wasn't going anywhere I was looking for a place to park."

LATE ITEM.

Just as we are going to press we learn that the Sheko Road is in the hands of the Public Works Department and that it is now in extremely bad condition for motorists. It would be as well to avoid this road over the week-end.



THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.

We take pleasure in announcing that we are expecting our first shipment of 1927 Harley-Davidson Motor Cycles—Sols—Combinations, and the famous "Singles," side-by-side valves as well as overhead valve motors.

They will arrive just at the best riding time of the year. Book your order early and be the first to have a 1927 model on the road.

Big assortment of genuine H.D. spare parts and accessories in stock.

Repairs on all makes of motor cycles.



Mobiloil

Make this chart your guide

Don't be misled by the look or "feel" of an oil. Don't imagine you save money because you buy a cheaper oil than Gargoyle Mobiloil. Although lubricating oil may sell at the same price as Gargoyle Mobiloil it may be cheap in quality. Be sure that if it is cheaper in price it is cheap in quality, for a quality lubricant cannot be produced for less than it costs to manufacture Gargoyle Mobiloil.

Make our Chart your Guide when selecting lubricating oil for your motorcar engine, you are then taking advantage of the combined knowledge of sixty years of experience in the manufacture of lubricating oils.

VACUUM OIL CO.

MOTOR BUSES POPULAR.

Motor bus transportation has become popular in the rural districts because it gives a more flexible service than the train and its starting and stopping places are more convenient.

CANADA'S ROADS.

Canadian highway development last year cost \$150,000,000. There are about 400,000 miles of highway in the Dominion, 55 per cent. of which is unimproved earth.

TSINGTAO TO CHEFOO OVERLAND.



Mr. Mark L. Moody and party with the car in which they made the trip from Tsingtao to Chefoo, travelling over fields, mule paths and gulleys, and through sand. On several occasions they had to push the car. The trip was accomplished in fourteen hours and forty minutes, running time, without engine or tyre trouble. Left to right: Messrs. Paul W. Brown, Executive Secretary, Navy Y.M.C.A., Leroy Weber, American Consul, Mark L. Moody, Hubbard, U. S. Navy Patrol Officer, Roy Service, and J. McMullan.

ANNOUNCEMENT

The Model "Q" Sports de Luxe
**TRIUMPH
MOTOR CYCLE**
Has Arrived

See this cycle and be convinced that it is one of the nicest jobs you have seen for a long time.

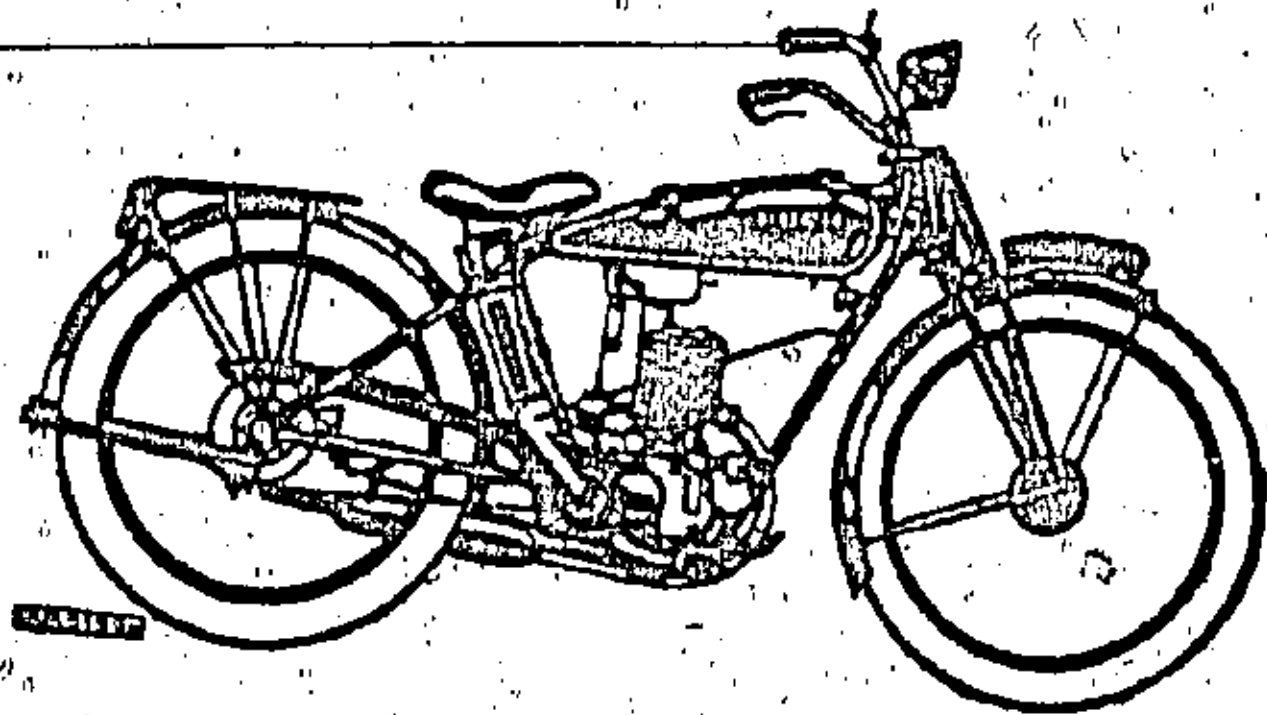
SPEED UP TO 65 M.P.H.

Almost the price of a standard model "P"

Can be seen at our Office or Godown
1A, Chater Road.

ALEX. ROSS & CO. (China), LTD.

Puch Motor Cycles



3-H.-P.

In order to introduce these excellent little machines, we are making a special offer.]

\$330 CASH \$350 TERMS

Call and make an early inspection at our office.

LEYSECO CHINA CO., LTD.

PHONE: C. 1221 4TH FLOOR, BANK OF CHINA BUILDING
6, DES VOREX ROAD, CENTRAL.

FORD EVOLUTION.

TATTERED CATALOGUE TELLS A TALE.

A worn and tattered Ford car catalogue bearing the date of 1908, now in the archives of the Ford Motor Company, is an impressive piece of literature. Not only does it graphically illustrate the infant stage of the industry, but it also furnishes some interesting comparisons with a number of features of automotive engineering often quoted as new developments.

Back in 1906, the question of from which side the car should be controlled was regarded as of little importance. Henry Ford, however, recognized the fact that when automobiles became as popular as he intended to make them, safety in traffic would be greatly increased by the left hand drive.

As the number of cars increased, other manufacturers recognized the soundness of his vision and followed his precedent until within a few years virtually every car made in America was left hand drive.

THE BASIC PRINCIPLES.
The torque tube drive, now one of the outstanding construction features of many of the finest American and European automobiles, was invented by Henry Ford and applied to the first Ford Model T, in 1908. The principle of three points suspension, now practically universally recognized, made its first appearance on a Ford car in 1903.

In a recent statement, the company reviews the eighteen years of manufacture since the adoption of the Model T chassis. "Since 1908, many of the basic principles of Ford car construction have been adopted by the industry generally. For eighteen years, the engineering division of the company has been constantly striving to improve Ford cars and the industry has been striving to better the features it has taken from Ford cars."

It is a significant fact that while numerous refinements have been effected in Ford cars in that period, neither the company nor the industry has evolved any improvement upon these basic principles.

TRAFFIC CONTROL.

AMERICAN EXPERT ON MODERN PROBLEMS.

Mr. Walton Schmidt, of the National Automobile Chamber of Commerce of America, had some interesting things to say in Rangoon on motor traffic and the attending problems; the up-to-date methods that have been adopted by his Chamber of Commerce in conjunction with the Australian Automobile Industries, and the British Association of Motor Traders and Manufacturers; and the improvement of existing methods of selling and distributing motor cars.

This expert has conferred with these Associations in an effort to work out a general plan for the improvement of motor traffic all over the world.

This, he said, is an urgent necessity, as in the last three years motor cars have increased in enormous numbers, more than in the twelve previous years. To offset this motorists must have an outlet, and the outlet is more and better roads. With the ever-increasing number of cars, owners want room to operate in, and want to operate at the least possible cost, and they can only do this by having good roads, he pointed out.

They have to pay just the same whether they have good roads or not. It cost 25 per cent. cheaper to operate a motor car over a hard surface road than over a "dead" road; and ten per cent. cheaper over a gravel road than a "kutchá" one.

The owner pays more for wear and tear and gasoline (petrol) over bad roads than he would have to pay in taxes to maintain a good road. A good road will always pay for itself. Good roads in a province like Burma would prove of incalculable benefit.

THE IDEAL PROGRAMME.

Mr. Schmidt gave what he considered the ideal programme for any community to work on to improve traffic.

His first section was "Get the Facts." This meant find out what streets are overcrowded, what regulations will help, where and why accidents occur.

In order to do this thoroughly a map or chart of the city was necessary. Each class of accident had a flagged pin and this was stuck into the map at the point of the accident, and at the end of each week the Commissioner of Police at a glance could see when the accidents, collisions, or whatever they might be had taken place.

Again a card should be made out for each case giving full details so that they could be filed and compared, and in this way the exact nature and cause of the accident could be learned and remedies applied. Other points too were illustrated under this section.

TOWN PLANNING.

The second section the speaker took up was "Build for It." This referred to the manner in which growth of a city was carried out so as to avoid previous mistakes in lay-out, and it also involved the study of transportation as a whole.

"Centralisation" was the third subject, and Mr. Schmidt gave it as his opinion that responsibility in both state and city should be centralised in one office with power to act.

"Education in Traffic Method" formed another section; the speaker contended that as traffic and safety were subjects of daily life, they should be included in school study. Adults could have their interest and attention aroused through the newspapers, motor clubs of Associations, and other local organisations.

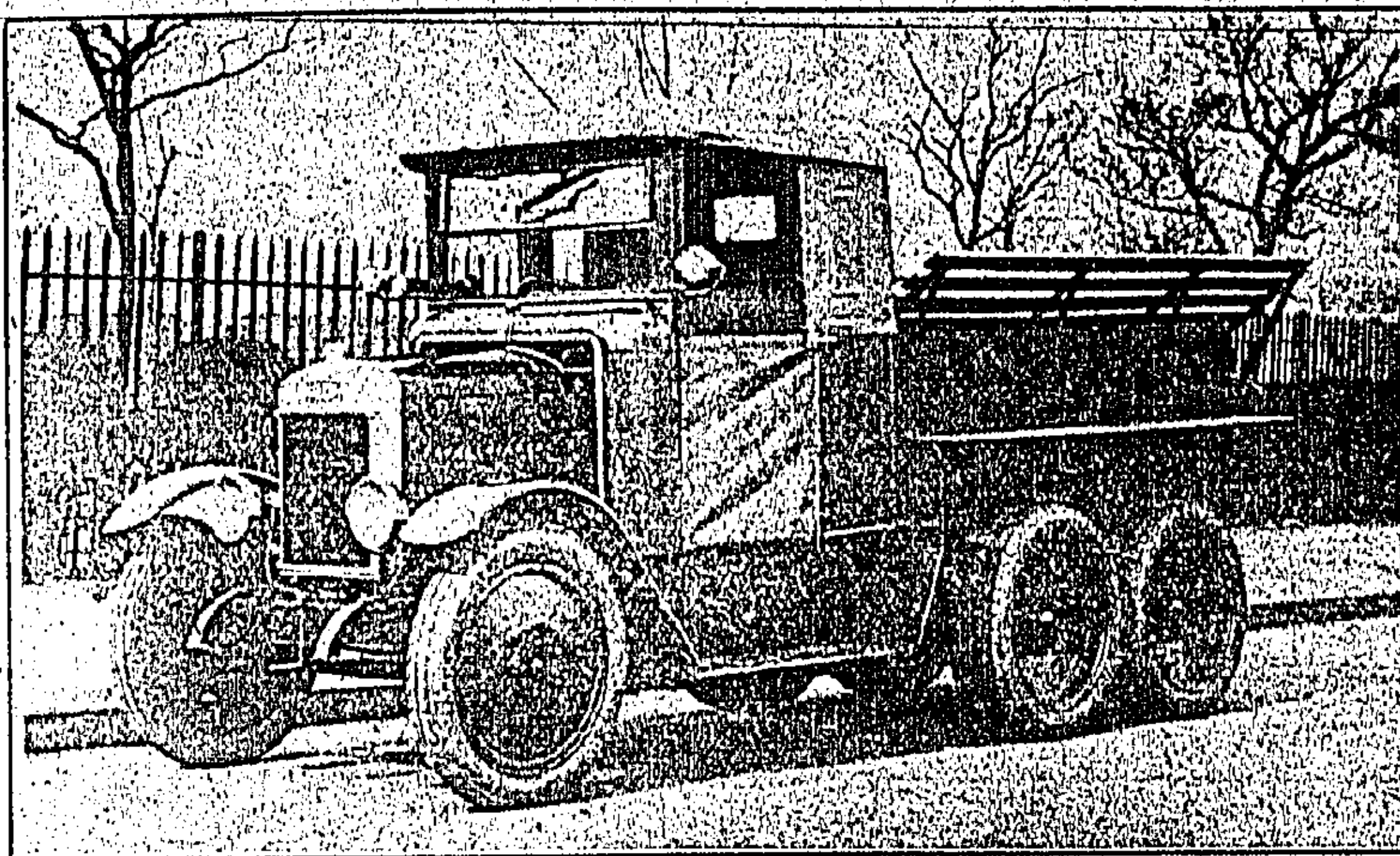
THE LUNATIC FRINGE.

Mr. Schmidt spoke plainly on the subject of punishment, insisting that prompt and severe punishment was needed for the "lunatic fringe," as he characterized it, of reckless drivers who jeopardise the safety and comfort of the great majority.

Lastly, he referred to "Co-operation," calling attention to what he considered an unmistakable fact, that the individual ownership of motor traffic created an individual duty. Voluntary observance of laws and regulations was an important factor.

Mr. Schmidt will leave Rangoon for India this week where he will give a number of lectures. From Calcutta he will go on to Bombay and thence to Cairo and South Africa, visiting Cape Town, Johannesburg, and other large cities, reaching England in October when he will be the guest of the British Association of Motor Traders and Manufacturers at the Olympic motor exhibition.

A SIX-WHEELED LORRY.



This product is an exceptionally useful 6-wheeled lorry designed by Morris Motors to transport extensive loads over indifferent tracks at relatively high speed. The same power unit as that used on the One-Man Tank and 30-cwt. lorry forms the source of power in this instance, in fact, standard components are used almost throughout its construction. The 4-cylinder engine has a bore and stroke of 80 mm. x 125 mm, giving an R.A.C. rating of 15.9 h.p., and is in unit construction with a 4-speed centrally controlled gear-box. An open

type propeller shaft transmits the power to the overhead worm drive of the central axle; from the tail of this worm shaft a short universally joined enclosed propeller shaft conveys the power to the worm drive of the rear axle. The two rear axle casings are attached to the chassis by two parallel inverted semielliptic springs on either side, these springs being fixed to a trunnion block which is in turn attached to the chassis frame. Each axle is, therefore, independently sprung, but the suspension is such that each of the four rear wheels support an

equal amount of the total load, thereby reducing the pressure per unit of road area to a usefully low figure.

In practice, it has been found, that the 6-wheeler can successfully operate on ground of a nature totally unsuitable for ordinary car use, and yet retain the ability to reach high maximum speed upon good road surfaces when used thereon. In comparison with vehicles of the "roadless" or "endless track" type, its advantages are considerably increased speed and quieter running.

GOODYEAR'S COTTON.

YET ANOTHER MILL BOUGHT.

Announcement was made recently of the purchase by Goodyear of a new cotton mill property at Cedartown, Ga., not far from Atlanta.

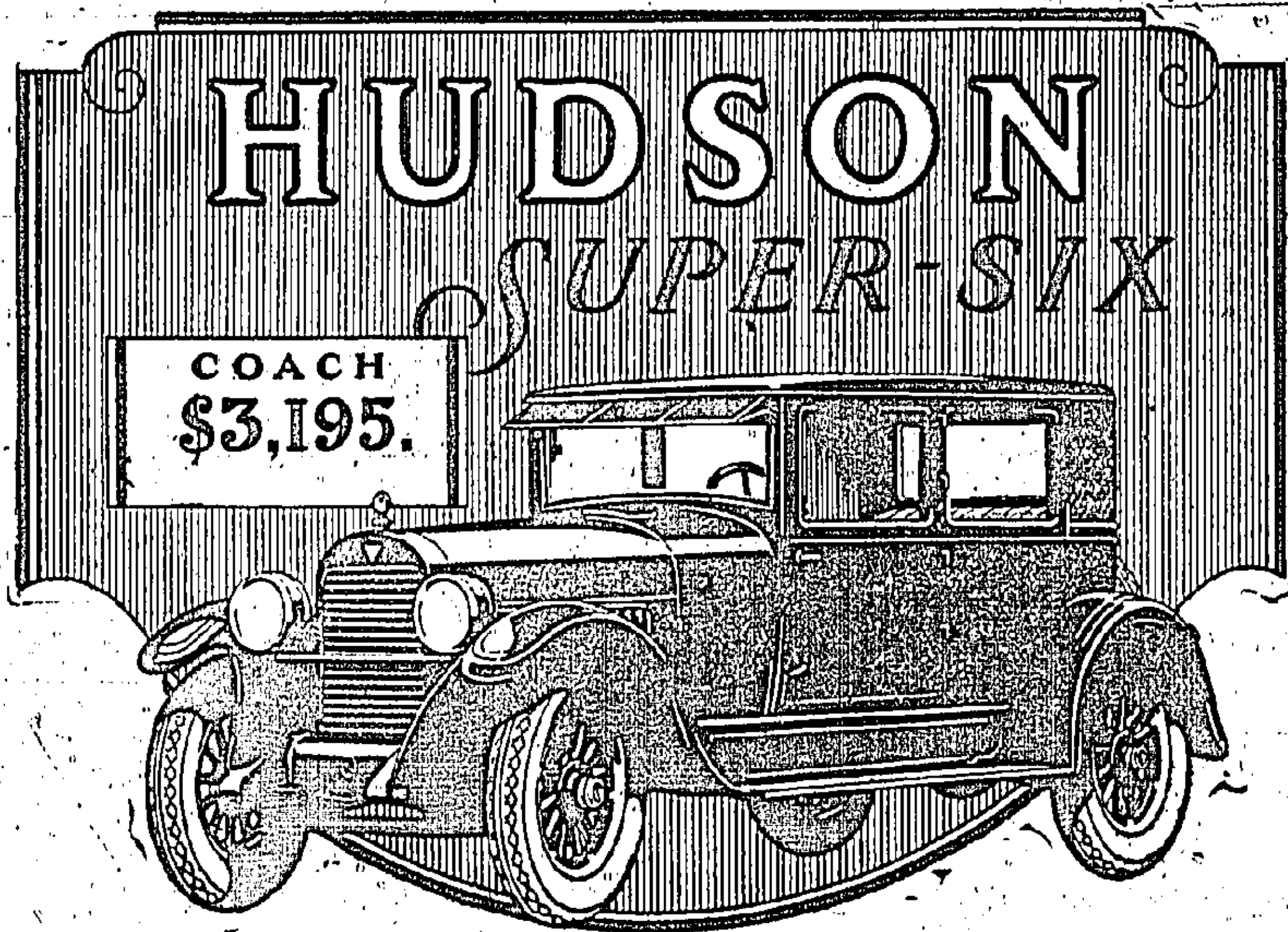
Goodyear bought its first cotton mill at Killingly (now Goodyear), Connecticut, ten years ago, using it to supply a portion of its re-

quirements in tyre fabrics and also as an experimental and research plant. It was at Killingly that Supportwist was developed.

When the California plant was built at Los Angeles in 1920, a textile mill was erected alongside to supply its needs. Two years ago a third large plant at New Bedford, Mass., now called Devon Mills was taken over, and during the present year Goodyear's Canadian factory has bought its own cotton mill at St. Hyacinthe, near Quebec, while the Cedartown factory purchased by the parent com-

pany rounds out the circle of Goodyear textile mills and puts the company in the position to produce the greater part of its tyre fabrics at its own plants, and under its own rigid specifications.

With the factory additions planned at Cedartown trebling its present capacity, Goodyear will be operating more than 150,000 spindles and turning out more than 40,000,000 pounds of fabric a year. Cedartown, with the additions planned, will become the largest producer among Goodyear cotton mills.



**The Greatest Hudsons of All Time
and at the Lowest Prices**

Hudson's position as the world's greatest value is not merely a new attainment. For ten years the Super-Six has stood alone in mechanical supremacy. Basic patents have kept others from copying its motor. The smoothness and long life it gives are exclusive. No motor has yet equaled the Super-Six in smoothness and long, economical car life.

Because of its simplicity, the Super-Six has always enjoyed manufacturing advantages that

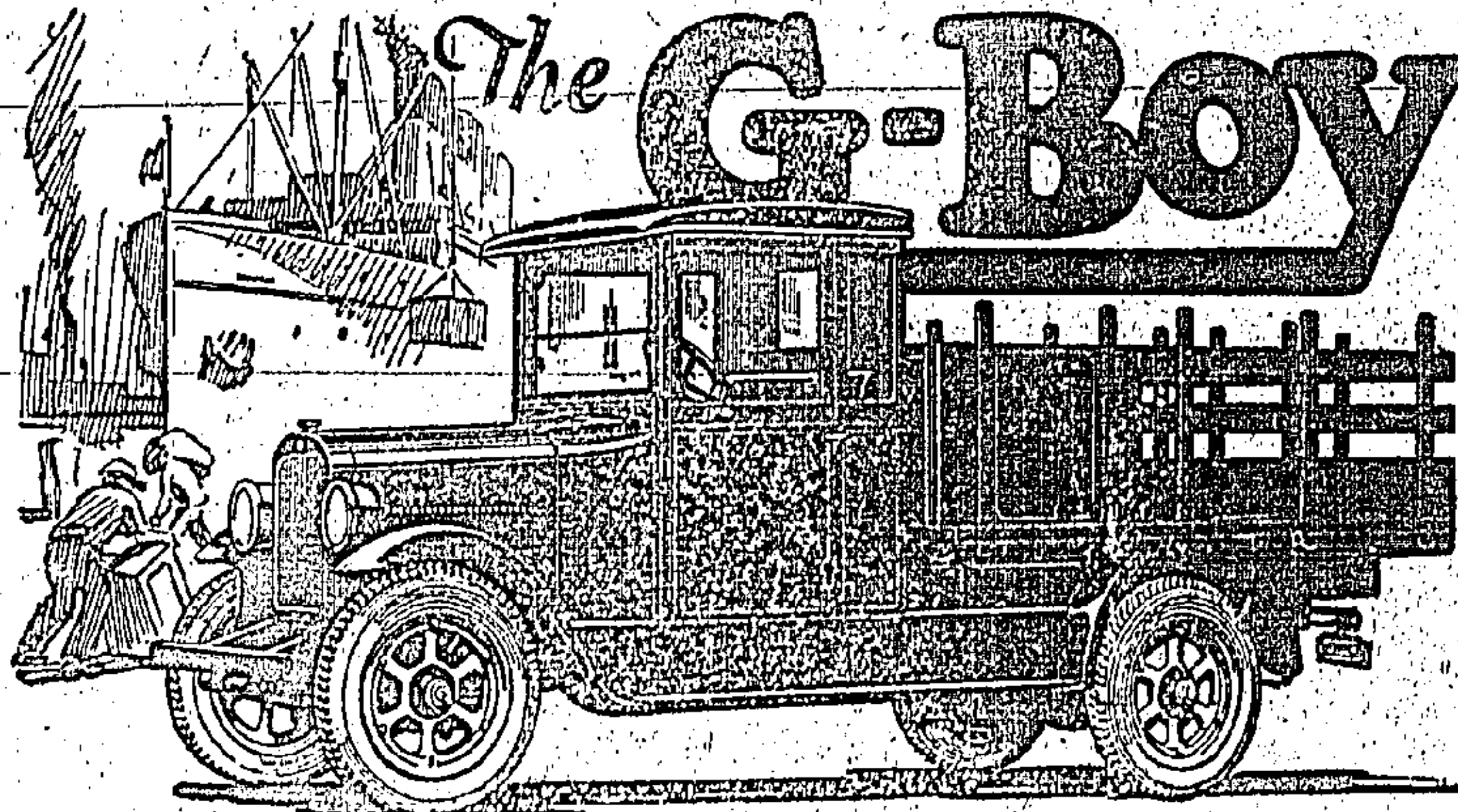
permit a lower selling price than is possible with more complicated types.

The Coach has long been acknowledged the "World's Greatest Buy," because of its utility, performance and value. Now among luxurious cars, the beautiful Brougham and the Sedan give Hudson the same unrivaled position. They have all the distinction of finest custom-built cars, with a price advantage based on the world's largest production of 6-cylinder cars.

Hudson 7-Pass. Phaeton \$2,995. Hudson Brougham \$3,595. Hudson 7-Pass. Sedan \$3,995.

All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO., LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY



**Latest One-Ton Truck
Does More Work**

The carrying capacity of Graham Brothers latest one-ton truck, the G-BOY, is conservatively rated. There is plenty of strength to meet extra demands and assure long life.

Graham Brothers are the largest exclusive truck makers in the world. Only their huge buying and building power could put so much enduring quality into a one-ton truck at so low a price.

The G-BOY is designed according to a new system of weight distribution and is powered by a Dodge Brothers dependable motor—facts worth investigating.

[Graham Brothers Trucks, with Dodge Brothers 30-Ton Commercial Cars, meet 90% of all haulage requirements.]

GRAHAM BROTHERS
DETROIT, U.S.A.
A DIVISION OF DODGE BROTHERS, INC.

THE DRAGON MOTOR CAR CO., LTD.
33 WONG NEI CHUNG ROAD, HAPPY VALLEY
HONGKONG

**GRAHAM BROTHERS
TRUCKS**
Built by Truck Division of Dodge Brothers, Inc.
**SOLD BY DODGE BROTHERS
DEALERS EVERYWHERE**

A New Light Weight Overland The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light car, FAST, POWERFUL ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet," it has more speed than the greyhound with all the tenacity of the terrier.

Absolutely new design.
Speed, over 55 miles per hour.
Acceleration, 5 to 30 miles in 13 seconds.
28 or more miles to the American gallon.
250 miles to quart of oil.
20,000 miles to a set of tyres.
Four wheel mechanical brakes.
Irreversible Steering.
56 inch tread.
Conventional springs.
29 x 4.40 Cord Balloon tires.
Engine developing 31 horsepower.
Remarkable acceleration.
Low hung body of very pleasing lines.
Finished in Blue lacquer.
Ample room for passengers.
Plenty of clearance for rough roads.

This car is produced after exhaustive experiments with European light cars, it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

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WILL ARRIVE SHORTLY

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NEW MICHELIN PRICE LIST

Showing Latest Reductions.

NEW STOCK EVERY WEEK

HINTS FOR THE MOTORIST ALBERT L. CLOUGH OIL LEAKAGE.

Loss of oil, through leakage, represents an individual and economic loss, which in extreme cases, may exceed the cost of oil legitimately consumed. It also has an uncleanly influence upon the garage and the car itself, tends to the deterioration of tyres and electric wiring and to the soiling of clothes.

DANGER OF LUBRICANT SUPPLY RUNNING LOW.

But the most important objection to oil leaks is that they may deplete the quantity available for lubrication, unknown to the operator, and working parts may run dry and suffer serious injury, before the lubricant supply has been replenished. Leaky housings call for frequent inspections to insure that the oil level is kept at a safe height.

LITTLE EXCUSE FOR LEAKS.
The ideal condition is that the crankcase and transmission, universal-joint and rear axle housings should be oil tight and they are practically so, on modern cars, when everything is in order.

DEFECTIVE GASKETS AND FELT WASHERS.

Oil leaks are almost always due to defective or loosely-held gaskets, that are supposed to pack the joints between parts of housings, or to worn out felt washers around shafts, where they pass through housings. Habitual overfilling and the use of unreasonably thin oils, however, frequently cause leaks, which are not faults of a car.

CRANKCASE OIL LEAKS.

Outside of escape past imperfect piston-rings, oil losses from the crankcase are generally past the timing-gear case or oil-pump gaskets and it is necessary that the cap screws or bolts that compress these gaskets should be kept tight. If they still leak new gaskets are presumably required.

GEAR BOX LEAKAGE.

Most transmission leaks are past the felt washers, located where the final-drive shaft passes out the rear and the clutch shaft enters the front of the housing, new washers being the only remedy.

REAR-END OIL LEAKS.

In the case of rear axle housings, the bolts holding the sections together or securing inspection covers in place, must be kept tight or there will be leakage past the gaskets at these points, but the worst form of leakage is out through the ends of the housing past the felt

washer just inside each wheel bearing, on to the brake-drums and wheels, which spatter oil all over the car. Greasy brakes don't hold well and accidents often occur from this cause. New felt washers are required in such cases.

HEAT THINNED LUBRICANTS.
Oils and greases become thin in hot weather and leak very freely; to counteract which tendency gear lubricants of heavier consistency than those suitable for winter use, should be used during the summer.

FREQUENCY OF ENGINE OIL RENEWALS.

B. M. writes: My car's instruction book advises that engine oil be changed each 600 miles, because of its becoming thinned by gasoline that leaks into it, but the oil I draw off, after this amount of service, seems almost as thick as when it was fresh. Is there any real need of renewing oil as frequently as directed?

Answer: Possibly not in your case. If you run your engine on a lean mixture, use the choke as little as possible and keep the circulating water hot, most of the time, a somewhat longer mileage between drainings may be safe. Manufacturers' advice has to be formulated to meet extreme cases and in many instances is too severe to cover favourable ones, but following it exactly is really the safest course.

Your drained oil may still be sufficiently viscous, but is it free enough from solid matter to warrant its further use? The presence of gritty matter in oil is being regarded as a greater evil than its mere dilution. Try filtering a sample through several thicknesses of fine cloth and see how much residue there is. If you were to install an oil filter, there would be lessened risk involved in running further between drainings.

POLISH FOR NICKELED PARTS.

D. S. asks: How can the once bright metal of the lamps and radiator shell of my car, which now is dull and tarnished, be made to look as good as new?

Answer: These parts are presumably nickel plated and silver polish is the proper cleaning agent to use. However, if the plating has corroded through such spots it will always show. The ornamental parts of some radiator-shells are of german silver and brass polish can be used on these.

ORDERS FOR MOTOR- COACHES.

WHY VICTORIA SENT TO
U.S.A.

Melbourne:—There is no doubt that large orders will be given for motor-coaches in the near future, not only in Victoria but in all parts of the Commonwealth. It is important, therefore, that British firms in this trade should carefully study the requirements of the Governments and public bodies.

In this connection the Victorian Minister for Railways, Mr. F. W. Eggleston, states that when the last series of orders were placed in the United States, British firms did not offer what was wanted—a motor-coach chassis required for country work on rough and hilly roads. They offered bus or truck chassis useful for city work, but entirely unable to stand up to country work.

As the Government understood that a satisfactory sample of the type required was not expected to be on the market for some months, and it was urgent that the railway motor services should be commenced at the earliest opportunity in view of the serious competition developing from outside motor coaches, the Minister approved of the purchase of 13 American coaches at a cost of about £16,000. He permitted the ordering of these coaches on the strict understanding: (1) that no standardisation of types is decided on without a full test of suitable British vehicles, and (2) that the Department get into touch with British markets, and as soon as a suitable type is put on the market it will be purchased with a view to experience being obtained.

The danger from the orders to America from the British standpoint is that a standard would be followed with future orders on a large scale.

In the meantime Mr. Eggleston has supplied the following technical criticism of the British buses offered to his Department:—

1. They were all 4-cylinder engines. Six cylinders are desirable if not essential.
2. The wheel base was in each case considerably too short. The chassis were in reality of the truck type, and there was a long overhang at the rear of the vehicles, which is considered undesirable.
3. In each case the power of the British machine was too low for the work required. The highest was 32 h.p. Thirty-eight to 43 h.p. is considered necessary.

4. In the British chassis the centre of gravity was too high.

5. The springing of the American buses were superior.

6. None of the British cars were supplied with air brakes.

The Minister adds: "The policy of the Government is to give substantial preference to British goods, but we must get the types which are suitable to our work, and, if they are not forthcoming, we must accept whatever suitable goods are offered. It must be obvious that British industry will not be advanced by putting types of automobile on work for which they were never intended."

The next step rests with the British manufacturers.

The number of motor vehicles in Persia has increased from 2,237 in 1923 to 4,926 in 1925. The total number in the F. M. S. increased from 6,401 in 1923 to 11,886 in 1925, the corresponding revenue from licences and fees in the F. M. S. being £226,715 in 1925 and £415,039 last year.

CHEAPER MOTOR FUELS.

FRENCH ENDEAVOURS TO
FIND A SUBSTITUTE.

The search for cheaper motor fuels continues with unabated vigour in France. Two new fuels are at present under official test at the laboratory of Automobile Club de France, and at Montlhéry track.

The present experiments are rendered more interesting, as there is no particular mystery or secrecy about their composition. One of the fuels, known as "Tisoline," hails from Arras, and was used with success in the Circuit des Routes Pavées last autumn. The liquid, which is bright pink in colour, consists of a mixture of 53 per cent. commercial alcohol, with approximately 42 per cent. petrol. There is a third ingredient present in a very small proportion, is some form of amylitic ether.

Whatever may be the nature of this particular ingredient, it appears to overcome certain disadvantages attached to the use of previous petrol-alcohol mixtures. The following points are claimed in favour of Tisoline.

Economy in actual fuel consumption (in volumetric capacity), reduction in cost of fuel, and dissolving power.

It is also capable of dissolving a number of impurities which are usually present in ordinary petrol and, at the same time, it does not carbon-up the cylinder heads.

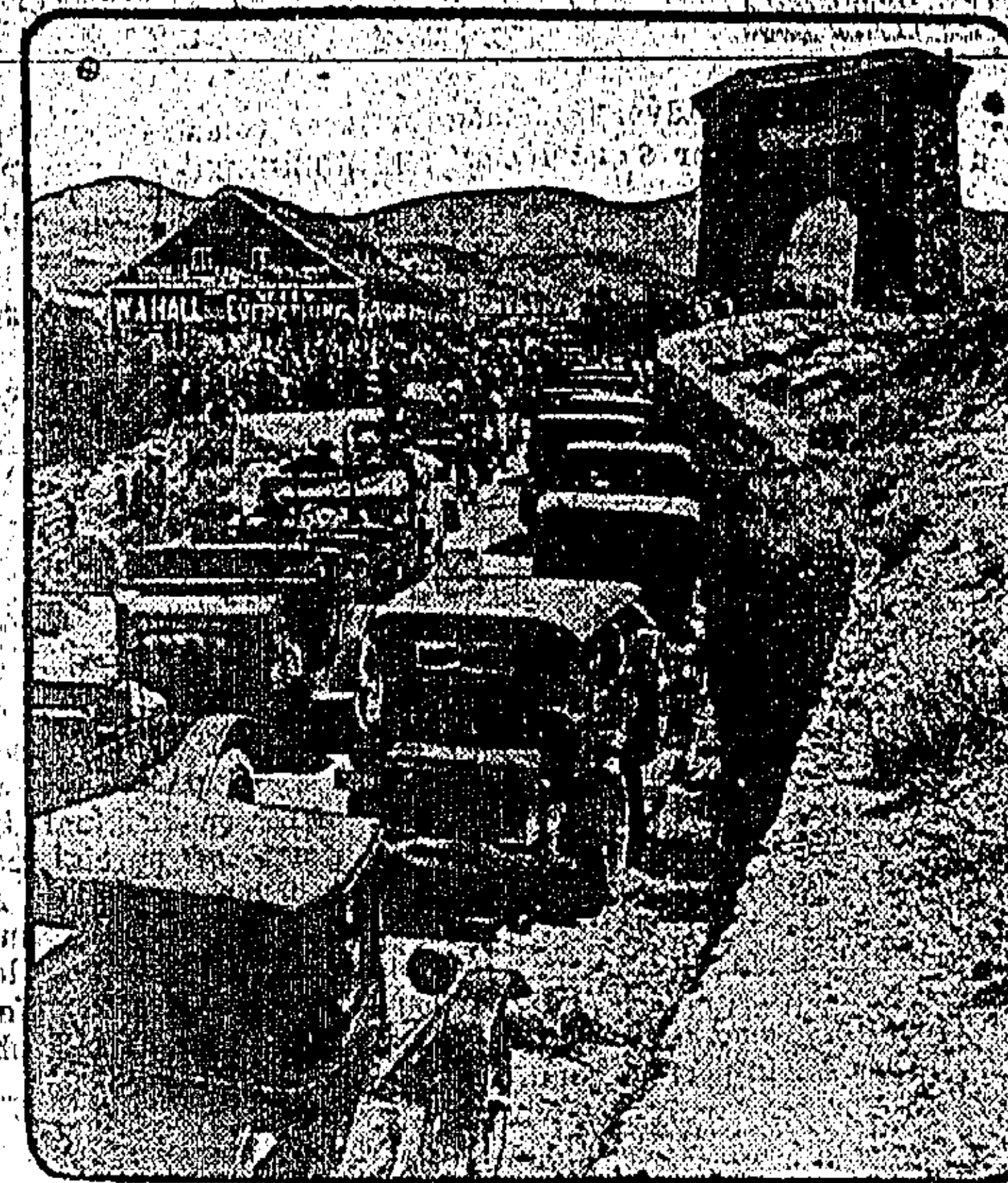
MONOPOLY.

So far as its use in France is concerned, Tisoline suffers from the fact that commercial alcohol is still a Government monopoly, and its production is so limited that not nearly enough of the liquid is available for the needs of motor users.

The greatest point in favour of the new fuel appears to be the fact that it can be used in practically any existing engine without alteration to the carburettor.

The other new French fuel is known as "Gaulois." It has been launched by a Lyons industrial concern of good repute, and a series of lengthy tests of the fuel have just been commenced at Montlhéry under the control of the A.C.F. technical department. The new fuel, is said to be obtained by the re-action of calcium carbide upon some heavy oil.

A HOLIDAY MECCA



Yellowstone National Park, America's most famous park reserve, is welcoming thousands of motor tourist visitors this summer. Our picture shows a crowd of tourists entering the northern or Gardiner Gateway.

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BEFORE INSURING YOUR CAR
STUDY OUR "COMPREHENSIVE POLICY"
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You need not be a millionaire
to own a Packard limousine.

The fact that Packards predominate in the homes of millionaires simply means that money cannot buy a better car.

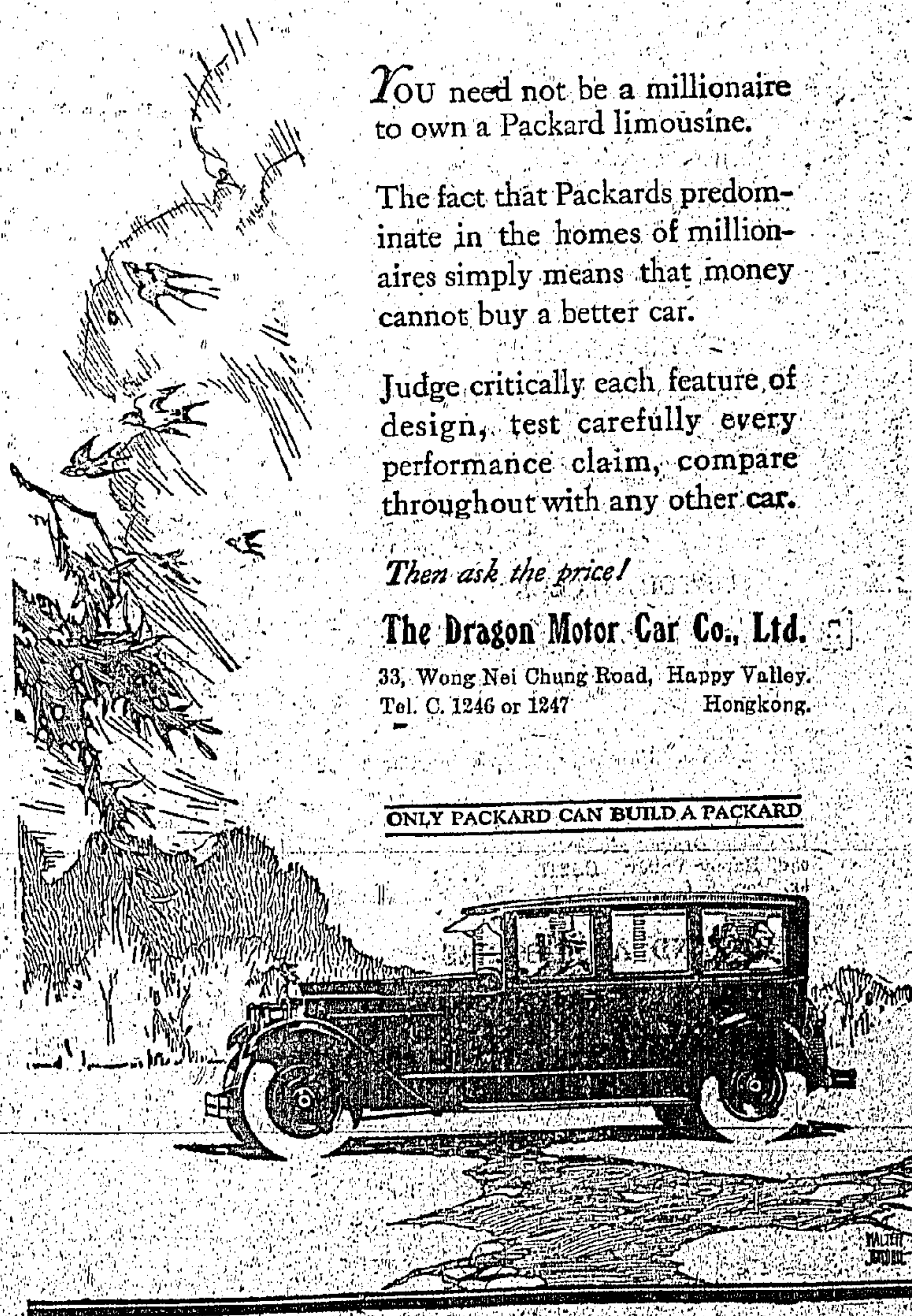
Judge critically each feature of design, test carefully every performance claim, compare throughout with any other car.

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WEEKLY
MOTOR
WANTS

NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement" THE HONGKONG TELEGRAPH.

The charge is 50 cents for 50 words, 2 cents for every additional word.

Terms Cash with order.

Advertisements must be received by noon on Thursday preceding publication.

Box numbers supplied when required, but replies must be called for at this office.

FOR SALE

CITROEN.—1926 Model All Steel Citroen, fitted with Speedometer, Eightday Clock, 2 Electric Horns, Four Wheel Brakes, 5 Complete Wheels fitted with Balloon Tyres, all Weather equipment, further particulars apply P. O. Box 235.

WANTED.—A second hand Austin Seven. Must be in perfect condition. State price. Reply Box No. 50, care of "Hongkong Telegraph."

FOR SALE.—1925 Rudge Whitworth 439 h.p. has done under 1,500 miles, condition as new, capable 65 m.p.h. 4 valve 4 speed \$425. Apply Box No. 51, care of "Hongkong Telegraph."

PACKARD SIX.—Condition in every way as new. Five perfect Tyres. Five-passenger. Superb engine (45113-42). Cash \$4,200, no offers. On view at Dragon Garage, Happy Valley.

NEW RALEIGH solos fitting Lucas lighting, speedometer, ammeter and horn from \$435 and spare parts. 1925 O.H.V. Matchless & Henderson combinations. Douglas and Scout solos. Apply Motor Cycle Exchange K.655.

HUDSON SUPER-SIX (No. 673206) Latest Model 7-passenger Touring. Low mileage. Owner-driven. Still on original tyres. \$300.00 worth of special equipment. 29.40 h.p. engine (R. A. C. Rating). Guaranteed in superb condition. Owner going on leave. A bargain at \$2,500. Box No. 85, care of "Hongkong Telegraph."

BUICK Touring No. 852. Four wood wheels and spare rim. Five tyres. Price \$750.00 cash. Box No. 1473, care of "Hongkong Telegraph."

BUICK.—6-cylinder 7-passenger Buick Touring No. 165 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragon Garage, Happy Valley.

HUDSON.—6-cylinder 7-passenger Touring equipped with five Brand new Balloon Tyres on New wire wheels. New top, upholstery, carpets, Bosch Horn. Also new Carburettor and Radiator, new paint and all bright parts nickel plated. In perfect running condition. A real bargain for only \$2,200. Apply Box No. 1492, care of "Hongkong Telegraph."

A THRILL.

THAT FIRST CAR FEELING.

It is not quite comparable to any other human experience—the first realization at long last of the dream of car-ownership, says *The Light Car and Cyclecar*. No longer will you have that queer yearning sensation when Jones airily remarks that he and his wife had a jolly run in the old bus last week-end, or when your gaze falls on the motoring article in your newspaper or on the technical journals on the bookstalls. Instead, you will be conscious of the working of a new and thrilling mental stimulus. The acquisition of a car will have added a wondrous zest to your life. Not that you will have absolutely no qualms about it. It is unlikely that you will make your very first trip as a driver, however brief it may be, without experiencing a funny little sensation in the pit of your stomach when, obeying an instinctive venture-someness, you depress the accelerator and the car leaps forward with a startling commotion beneath its bonnet.

You are almost certain to have a similar feeling when, for the first time, you are passed by another car—your grip of the wheel will tighten perceptibly, and you will most likely find your foot hovering uncertainly between the brake and the accelerator.

Yes, being passed by another car for the first time is decidedly an experience.

THIEVES ESCAPE.



This car, reported stolen a few hours before, plunged into the Harlem river, New York, at full speed. Police, hearing five men had gone down, summoned emergency crews. No trace of any occupants could be found, though the bottom of the river was dragged thoroughly. It is one of those mysteries which may never be solved.

MILLIONS OF CARS.

STILL NO FEAR OF MOTOR SATURATION.

Chicago.—The constant increase of used cars and their influence on the new car market is causing many auto manufacturers to make intensive studies of future automobile production in this country.

It has been estimated that in 1926 nearly 1,900,000 motor vehicles in the United States will be released from service because of old age, accidents and other causes.

Further estimates for future years of the number of motor cars eliminated places the number in 1927 at 2,200,000; 1928 at 2,400,000; 1929 at 2,700,000 and 1930 at 2,900,000.

If these estimates are correct and the American auto export market continues favourable it is probable that our annual auto production will continue at the present rate and will not be forced to slow up due to arrival at the motor vehicle "saturation point."

Another condition which manufacturers are considering in planning their future motor production is the increase of population and also the increase in the ratio of the number of car owners to the population.

MOTOR INSURANCE.

20 YEARS RAPID GROWTH.

The Motor Union Insurance Company Ltd., was founded in 1906 under the auspices of the Royal Automobile Club and Motor Union, and with policies offering the best of cover it soon made its presence known in the insurance world, and rapidly increased in size until to-day when it occupies the proud position of being one of the largest motor insurance companies in the country. Under the Company's private motor policies, in addition to covering the owner against every possible risk, the policy gives the right of appeal to a committee on any difference between the policyholder and the Company. There is also a special fund which is at the disposal of the Automobile Association to provide for any genuine case of which is not covered by the policy. All classes of insurance are transacted, and Car and Cycle owners can rest assured that in the Motor Union their interests will be fully safeguarded. The Company has been foremost in devising motor traders' policies, which cover most of the risks to which a trader who has large fleets of cars under his care is subject. The funds of the Company are large, and give ample protection, and its net premium income in 1925 amounted to nearly £2,000,000.—Extract from *The Policy* magazine.

ALL-AUSTRALIAN CAR.

GOVERNMENT ASKED FOR BOUNTY.

A recent deputation to Mr. Pratten of Australian engineering firms asked the Government for a bounty on the production of an all-Australian motor-car, and also a duty when the production is proved. The scheme involves a co-operative arrangement between different undertakings, each constructing a separate part, for example, the engine, transmission gear, electrical equipment, chassis, and body. The capital of these companies is £1,500,000. It is proposed to form a new company, with a capital of £1,000,000, for assembling and selling the cars, and to build a six-cylinder car adapted to Australian condition. Mr. Pratten said:

"This scheme might mark an epoch in the development of Australian industry, and would be important for defence. The Government sees the importance to Australia of self-contained motor transport, and regards with sympathy any reasonable proposal that will result in that ideal. The application will be referred to the Tariff Board for investigation. The industry must be placed on an economic basis, and cannot always continue to be of the hothouse variety. A bounty or other concession will be granted to anyone complying with the conditions, including British or American motor-car manufacturers."

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10% Off Motor Car Insurance
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Weights only 6 lbs. 12 1/2 and is the ideal form of protection for motor cars motor boats etc.

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Duplex Phaeton	H. K. \$2,650
Duplex Roadster	2,600
Sports Roadster	2,990
Country Club Coupe	2,990
Coach (2-Door)	2,760
Sedan (Wool Trim)	2,990
Sedan (Broad Cloth)	3,200
Berline	3,350

SPECIAL SIX

Coach (2-Door)	H. K. \$3,350
Brougham	3,900

BIG SIX 120" WHEELBASE

Duplex Sports Phaeton	H. K. \$3,650
Duplex Roadster	3,450
Sports Roadster	3,780
Club Coupe	3,800
Sedan	4,350
Berline	4,520

BIG SIX 127" WHEELBASE

Duplex Phaeton	H. K. \$4,075
Brougham	4,775
Sedan	4,900
Berline	5,075

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BUICK.—Hongkong & Kowloon Taxi Cab Co., Ltd., 33 Des Voeux Road C. 1036.
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ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
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SUPER-SERVICE BATTERIES FOR DARK NIGHTS AND CRANKITIS



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80	611 NR	DO	41X31X 9 1/2	\$34	"
85	A-613 3P	DO	110	\$46	"
87	611 RHR	WOOD	9 1/2 X 17 1/2 X 10	\$50	"
90	69 RPR	DO	10 1/2 X 17 1/2 X 10	\$50	"
92	A-611 SH	DO	9 1/2 X 17 1/2 X 9 1/2	\$52	"
100	A-615 1P	RUBBER	10 1/2 X 17 1/2 X 9 1/2	\$52	"
112	A-613 SH	WOOD	10 1/2 X 17 1/2 X 9 1/2	\$53	"
135	A-616 SH	DO	11 1/2 X 17 1/2 X 9 1/2	\$72	"
157	619 RHN-2S	DO	10 1/2 X 17 1/2 X 9 1/2	\$74	CAD
160	A-617 SH	DO	13 1/2 X 17 1/2 X 9 1/2	\$80	"
180	A-127 SH	DO	13 1/2 X 17 1/2 X 9 1/2	\$72	"
182	129 AHS	DO	14 1/2 X 17 1/2 X 10 1/2	\$80	M/C
182	1211 AH 4	DO	17 1/2 X 17 1/2 X 10 1/2	\$80	M/O
182	1211 SHK	DO	17 1/2 X 17 1/2 X 9 1/2	\$80	12

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Cad Special Cadillac Battery
Cyc Motor Cycle Batteries—Harley, Davidson, Indian, Henderson, &c.
M/C Motor-Cowley replacement Battery
M/C Motor-Oxford replacement Battery.

MOTOR CYCLES.

FEEBLE FRONT BRAKES.

One who has spent many years on research work was chatting to me recently and grousing about front-brake inefficiency. Not that the brakes themselves are wrong—except, perhaps, that a few of them are not "grown up" enough for the rest of the machine—but the operating mechanism is the limiting factor.

We were standing in the door of a public garage at the time and he led me up to a bunch of motor-cycles to prove his contention. We "squeezed" a good dozen front-brake levers and I had to confess, says "Carbon" in *Motor Cycling*, that in almost every case the full-on position could be felt, and then the lever would spring a little. When shoes and drums are comparatively small it is his view that this "give" robs the rider of the power of obtaining full pressure, and most sets are on the small side.

A certain amount of the spring lay in the handlebar levers, but the remainder was, stated my companion, in the outer casings of brake controls, which, being virtually closed-up springs, were open just a fraction when no pull was applied to the cables. So soon as load came on, the casings were pulled up solid, resulting in the springy feeling in the control. To obtain the smoothest braking, in the view of the grouser, this "give" should be eliminated, when smaller and consequently cheaper sets would give results now obtained by bigger and more expensive ones. The idea provides food for thought.

WHERE FIAT CARS ARE MADE.



Above is a sketch of the great Fiat Works, at Lingotto, composed of a five-floor reinforced concrete building 1,675 feet long, 275 feet wide, cover an area of 304,000 square feet; the utilised surfaces in the various floors are 1,622,000 square feet.

To this area has to be added the one of the track constructed on the roof of the building. On this elevated track, chassis are tested under the immediate control of technical supervisors.

The factory is one of the largest motor car factories in Europe.

EXHAUST-PIPE DESIGN.

BELOVED BY MOTOR CYCLISTS.

It is confidently asserted by men whose business it is to sell motor-cycles that the shape and size of the exhaust pipe is often the determining factor in the choice of a machine. The bigger and more obvious the pipe the more it is beloved by a certain type of motorcyclist. That a situation could arise in which it becomes necessary for designers, in self-defence, to create the most obtrusive of exhaust pipes seems ridiculous, but the fact remains that we are already almost in that situation.

For ourselves, says *Motor Cycling*, we must confess that, apart from all other questions, we think it very bad policy to make the exhaust system more noticeable than is necessary. Public and police prejudice on the ground of exhaust noise is already sufficiently serious. Resplendent exhaust pipes of unnecessarily large diameter increase this prejudice, although

HUDSON, ESSEX SET RECORDS.

Retail sales of Hudson and Essex cars are at the highest point in the history of these automobiles, it is declared by the Hudson Motor Car Company of New York, distributor. In attaining its peak of sales locally, the Hudson organization with the associated dealers placed over 23 per cent. more Hudson and Essex cars with buyers here in April than in April of 1925, which was itself a month of unusual activity. Hudson-Exssetotal sales throughout the world ran more than 35,000 cars, or around 30 per cent. over the previous high record established in March.

they do not, perhaps, always increase the noise. We trust, therefore, that fashion will soon change in this respect and that we may shortly see machines on which the exhaust system is almost invisible, even if the exhaust noise is not almost inaudible.

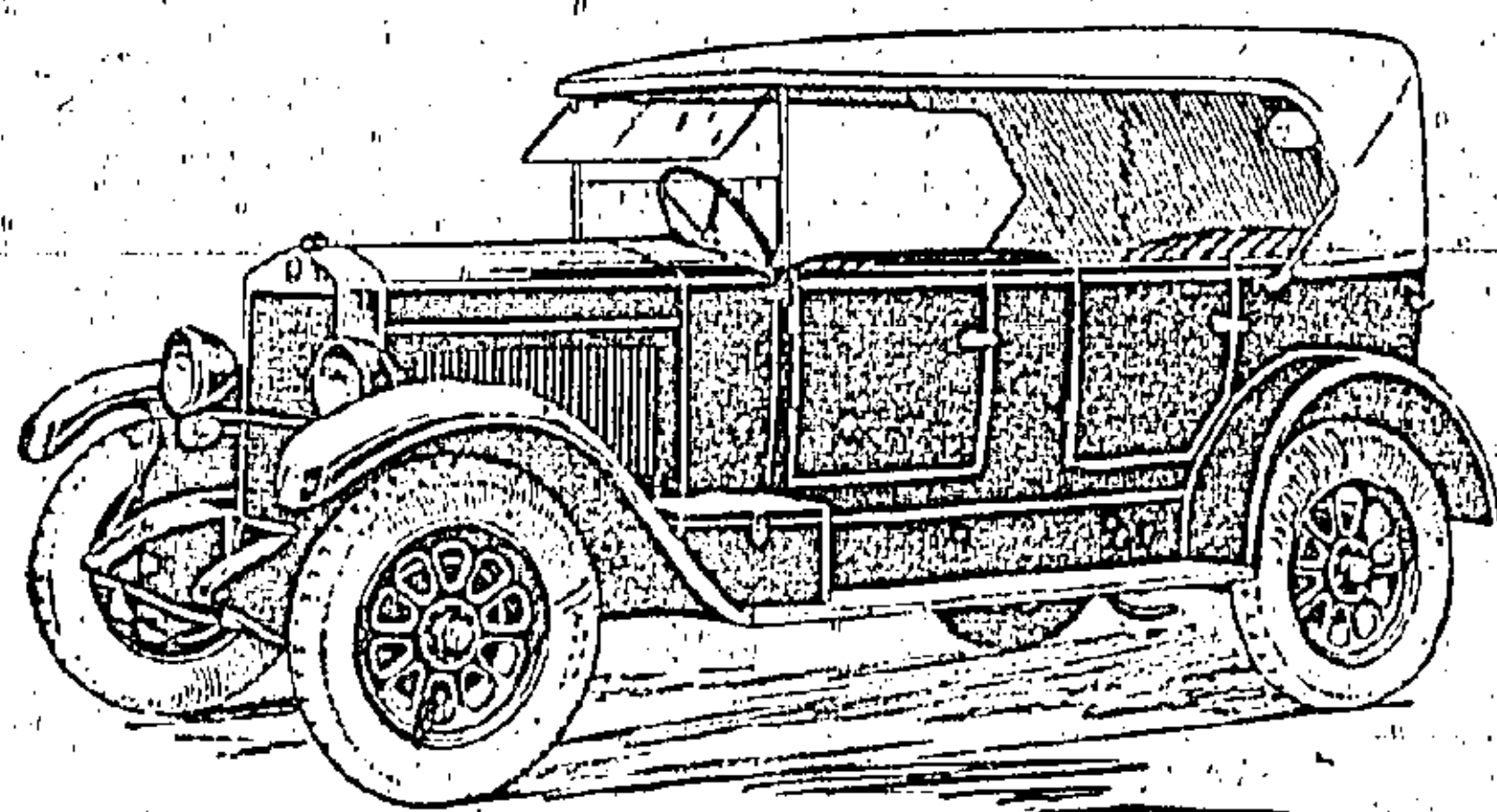
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FIAT—MODEL 503



Light, silent, and economical, the Model 503 with its metal-frame, combines elegance and comfort.

Its metallic frame, electrically welded, is firm and cannot be distorted, thus ensuring a perfectly silent car.

Insulating material is inserted between the body and the Chassis, deadening every sound and eliminating creaking.

The metallic body members are very light and strong, rendering the whole car very light and sturdy.

Let us show you this fine car.

Engine: 4 cylinder 15/30 H.P.

Speeds: 4 forward, 1 reverse

General equipment: Speedometer, clock, 4 wheel brakes, Balloon tyres, sparewheel and tyre, Head-lights (self-dimming), metal parts nickelplated.

The very best you can get for your money.

Fiat Model 503 5 seater Torpedo Sports	\$ 2700
2 " " " " " " " "	\$ 2600
5 " " " De Luxe	\$ 2850
5 " " " Saloon	\$ 3500
2 " " " Cabriolet	\$ 3600

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Announcing the new "70" WILLYS-KNIGHT

... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilizing the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 2 1/2-16 inch bore and a 4 1/2 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor-car engine.

Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

Revolutionary Results

In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.

Other Distinctive Features

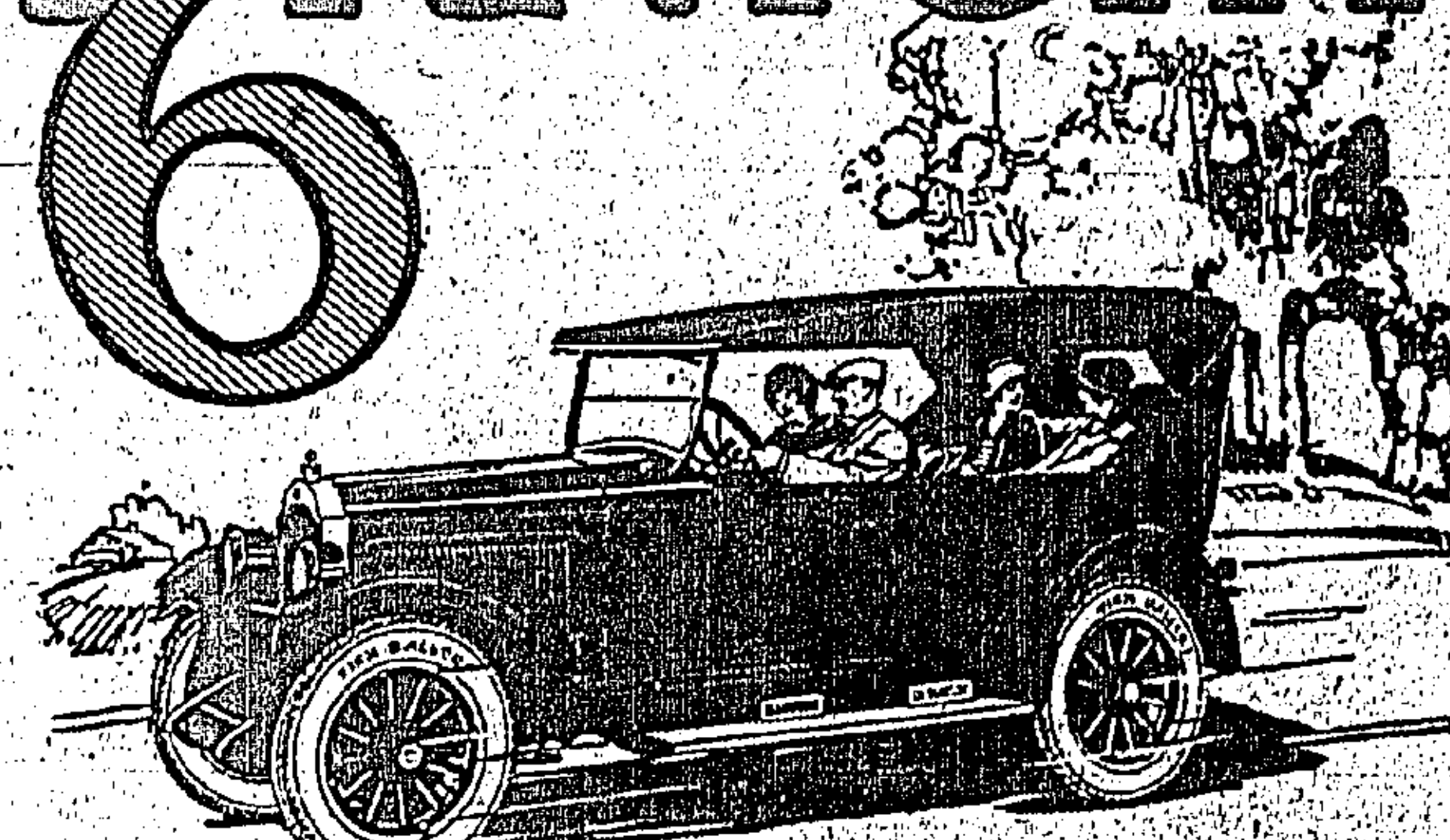
Absolutely positive mechanical four-wheel brakes—the perfected braking system of the most advanced cars of Europe and America—a system regarded by the best engineering practice as the most dependable and most nearly infallible of all brakes.

A new conception of road-stability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road-stability. At all speeds you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving, you enjoy a continuously agreeable feeling of solidity. Riding,

yours is a comforting sense of security such as you have rarely experienced in any car.

The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction.

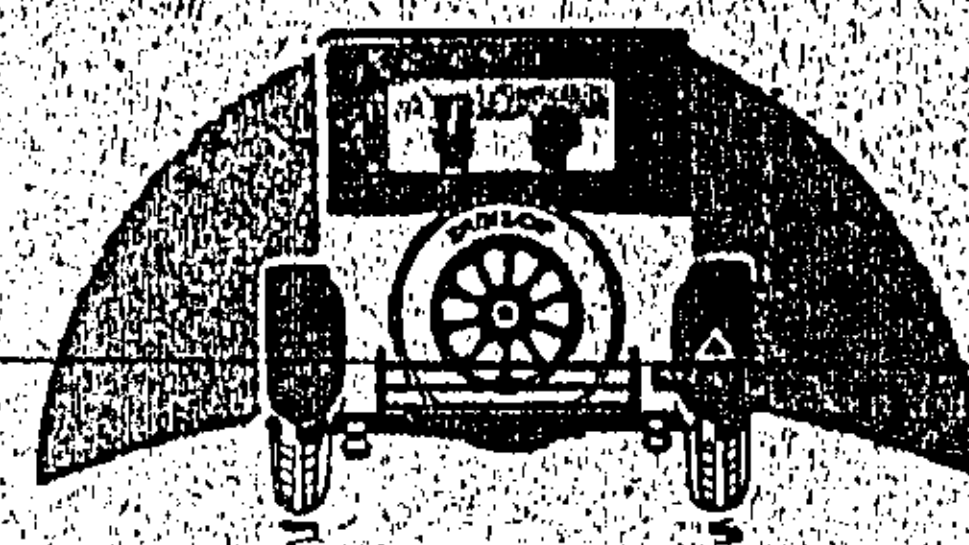
A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.



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THE UNIVERSAL AUTO SUPPLY CO.

61, Des Voeux Road, Central.



No other tyre will give you the same safety, mileage & comfort as

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THE COST NO MORE THAN OTHER TYRES.

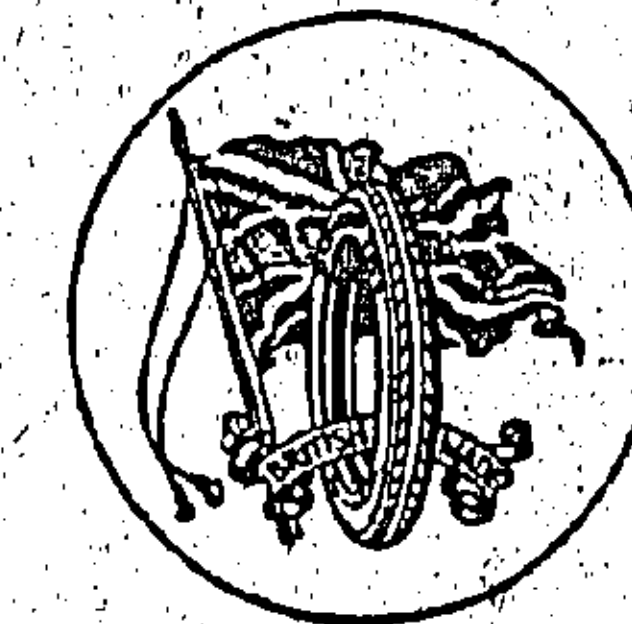
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MICHELIN "COMFORT"

low-pressure or balloon tyre. The most important of recent improvements in motoring. In the past year 500,000 motorists discarded high pressure tyres for

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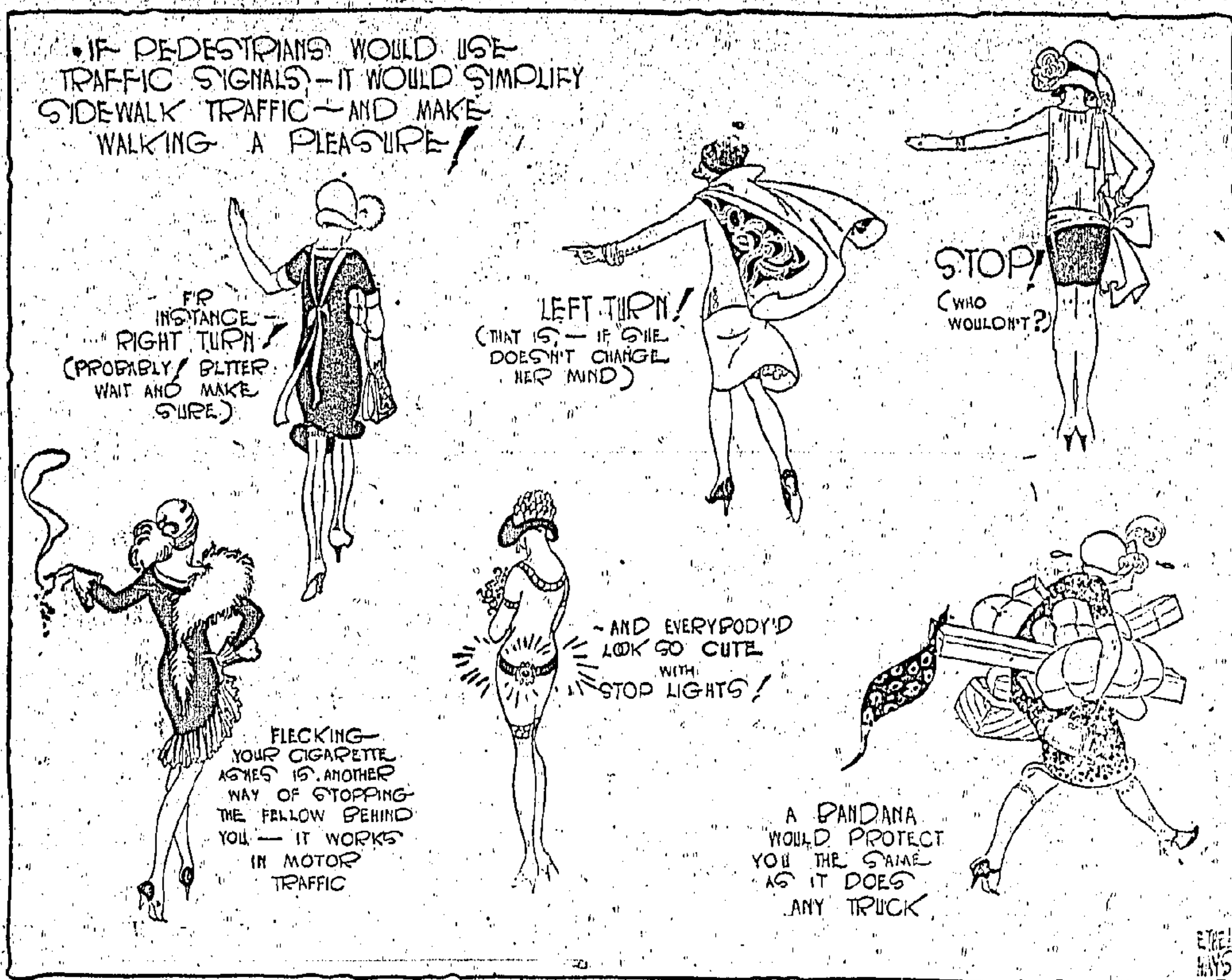
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FIRST FLOOR.

Phone C. 704 and C. 4532.



POSSIBLE TRAFFIC RULES.



NEW SIX-CYLINDER CARS.

From information which *The Motor* has been able to glean concerning "1927 models," which are at present undergoing tests with a view to their release to the public in the autumn, it seems clear that, once again, the Olympia Show will be notable for an increase in the number of six-cylinder cars on view. Certain of these will be six-cylinder versions of current 20 h.p. four-cylinder chassis, but, in addition, there will be entirely new "sixes" of smaller capacity and at competitive prices. There is an ever-increasing number of experienced motorists who desire an engine which is more refined, more lively, and more smooth than the average four-cylinder power unit, so that a good potential market is growing up for the "six." Excellent balance and a smooth torque are features of the type. In America, it has practically ousted the "four" in the medium-price field.

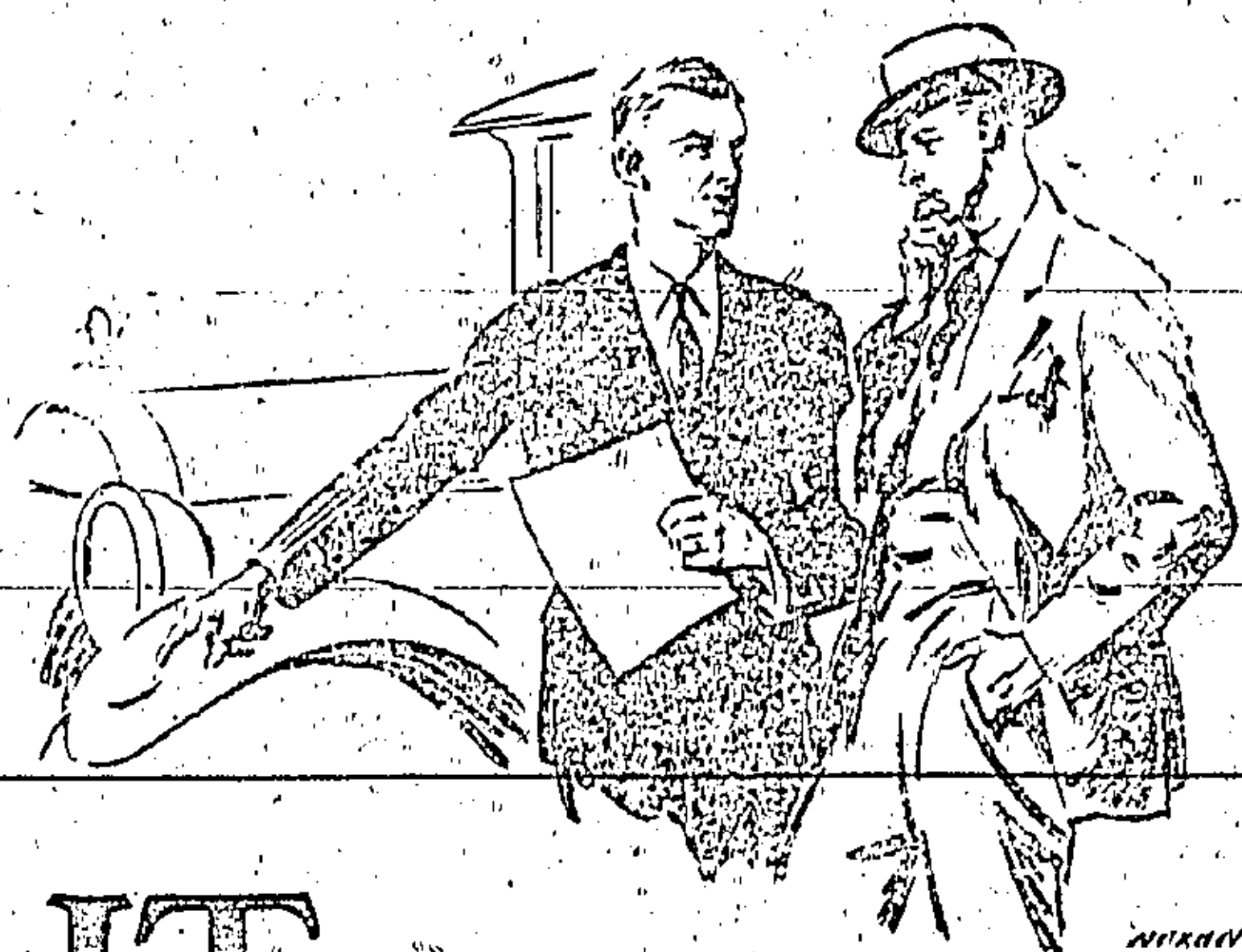
13 BRINGS BAD LUCK.

HOW TO AVOID STREET ACCIDENTS.

Chicago.—Thirteen is indeed an unlucky number for both motorists and pedestrians. Automobile drivers participated in 13 principal practices that caused practically all of the 21,000 traffic fatalities last year. Pedestrians, too, were engaged in 13 different things that resulted in their being killed or injured. If motorists and pedestrians will refrain from indulging in any of these 13 unsafe ways of driving and walking, they will be almost free from danger this year. Here are the 13 hazards that got motorists into trouble:

1. Did not have right of way.
2. Exceeded speed limit.
3. On wrong side of road.
4. Failed to signal.
5. Cut in or cut left corner.
6. Backed up.
7. Drove off roadway.
8. Car ran away when left by driver.
9. Drove through safety zone.
10. Passed on wrong side, passed on curve or hill.
11. Tried to operate car while intoxicated.
12. Didn't have car in good condition; brakes defective or some other mechanical trouble.
13. Here are the 13 menaces that pedestrians faced with fatal results:

1. Walked, ran or played in street.
2. Crossed at intersection without signals.
3. Crossed at intersection with signal, but failed to see vehicle.
4. Not on sidewalk.
5. At work in roadway.
6. Went into street not at intersection, without due caution.
7. Waiting for or getting on or off street car where there was no safety zone without looking.
8. Injured while waiting for trolley at safety zone.
9. Getting on or off other vehicle on left side.
10. View obstructed by umbrella, newspaper or snow.
11. Physical defects; under influence of liquor, etc.

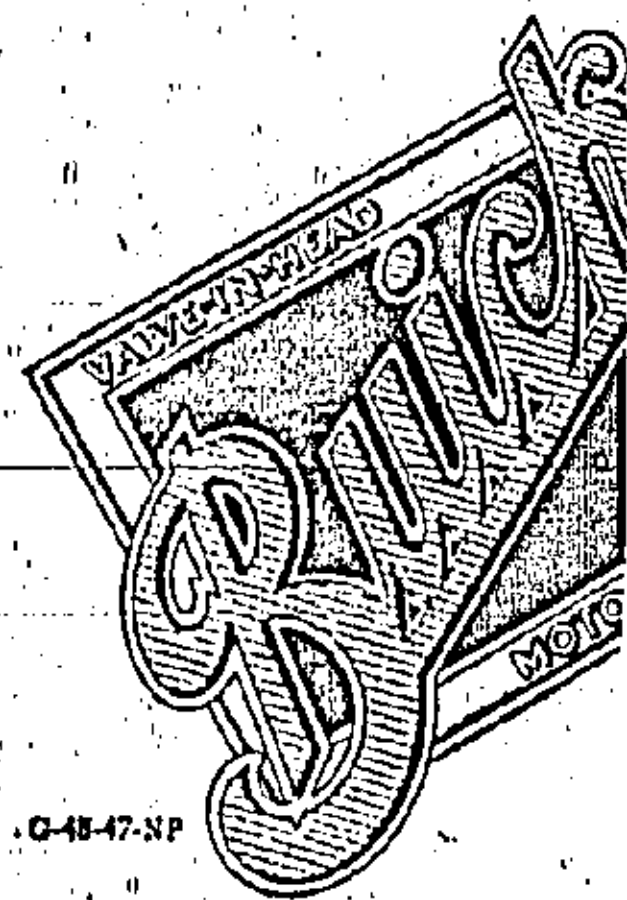


IS IT
"as good as BUICK"?

Before you are persuaded, by an extra allowance on your old car, to buy some car you might not choose otherwise, look it over carefully.

You probably will be told that it is "as good as Buick", but investigate. See if it is!

Does it have a "sealed chassis"? Has it a torque-tube drive? Has it mechanical 4-wheel brakes? Has it a ten-plate, multiple-disc clutch? Has it a Fisher body? Has it adequate and efficient nation-wide service facilities? Has it more than a million enthusiastic owners?



When anyone offers you more for your used car than it will sell for on the used car market, compare the new car offered you to Buick.

BUICK MOTOR COMPANY, FLINT, MICHIGAN
Division of General Motors Corporation

The Better BUICK

Demonstrations gladly given by

The Hongkong & Kowloon Taxi Cab Co., Ltd.
33-35, Des Vœux Road. Telephone Central 1030.

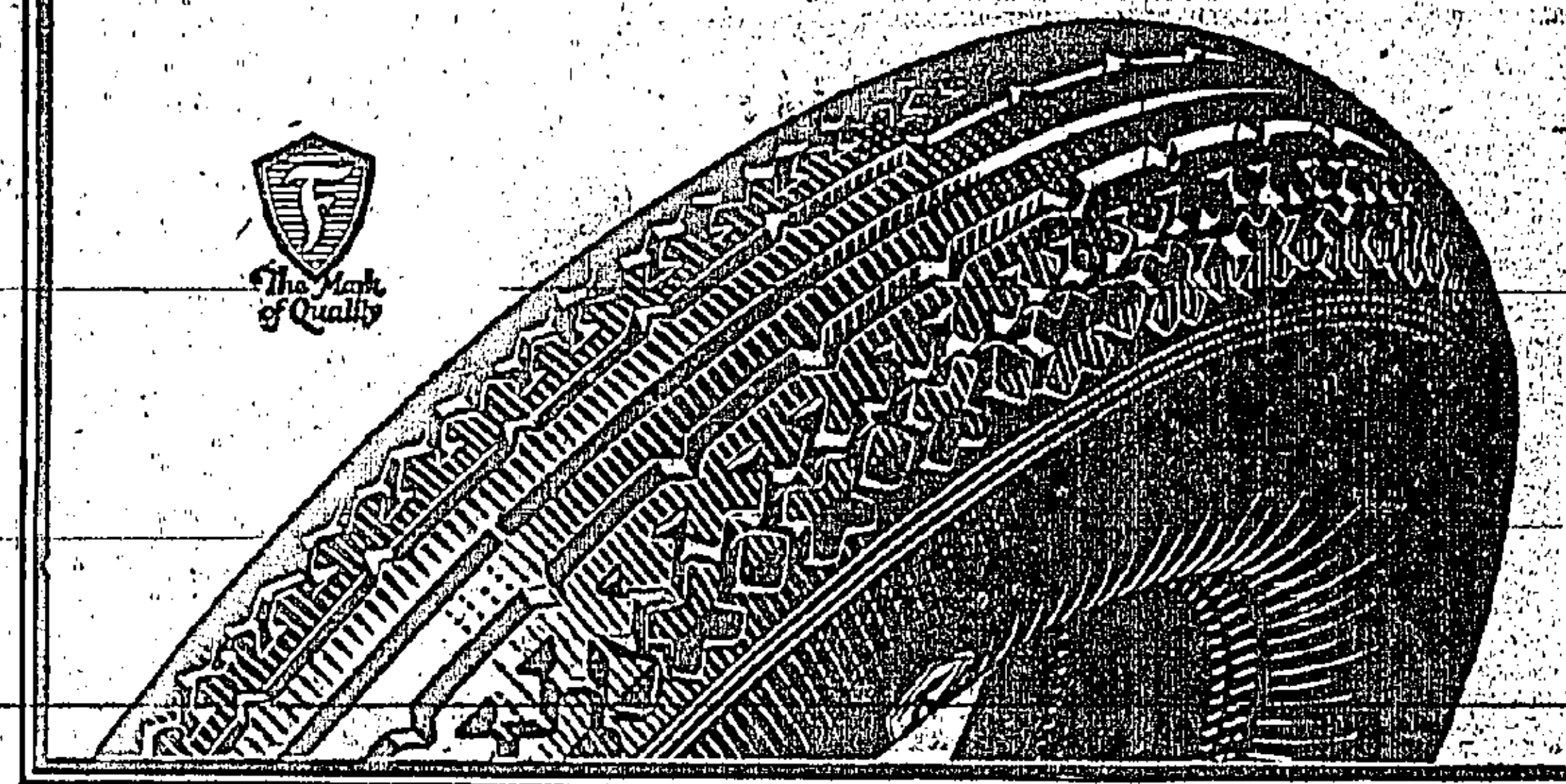
The Master Tyre of Master Builders

Since the beginning of the automotive industry Firestone has pioneered and developed tyres. The Full-Size Gum-Dipped Balloon is the Firestone masterpiece—a stroke of master-building. And it is only natural that—because of many exclusive methods and processes—Firestone Balloons do raise tyre.

Mileage—Safety—Economy

The Firestone extra process of Gum-Dipping is the only known method that saturates and coats every fibre of every cord with a frictionless protective covering of rubber, giving greater strength and flexibility to the cords.

Equip your car now. The cost is low.



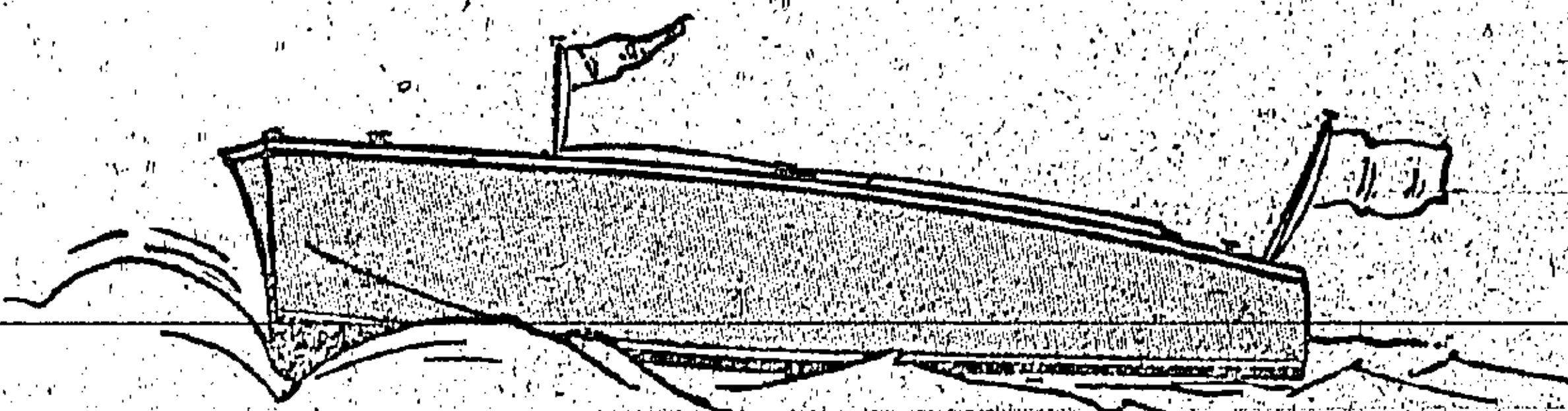
THE DRAGON MOTOR CAR CO., LTD.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY. TEL. C. 1246 or 1247.

MOST MILES PER DOLLAR

Firestone

FULL-SIZE GUM-DIPPED BALLOONS

16 KNOTS



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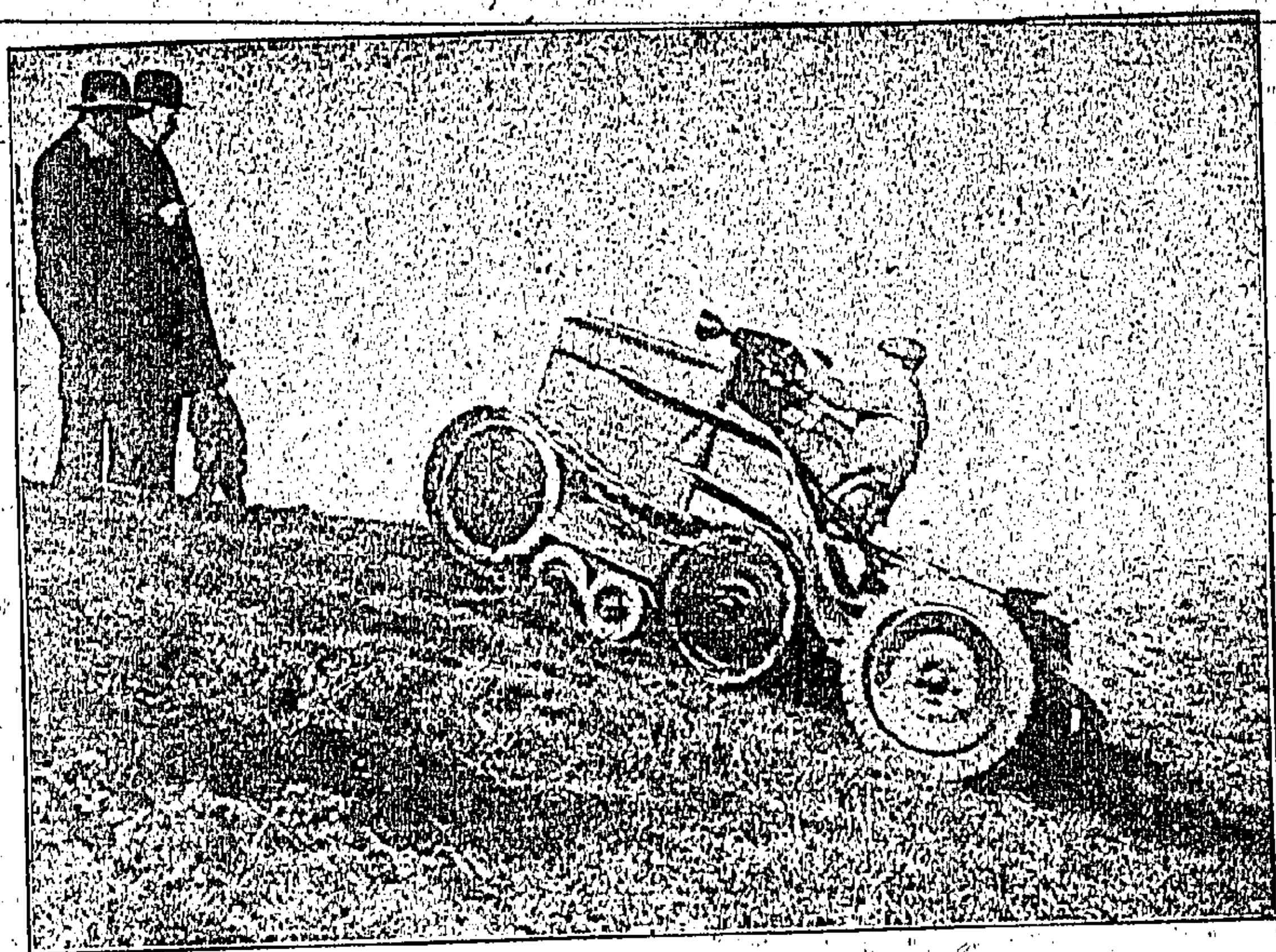
FAST RUN ABOUT

BRITISH THROUGHOUT

Complete \$2750.00 (DELIVERED HONGKONG)

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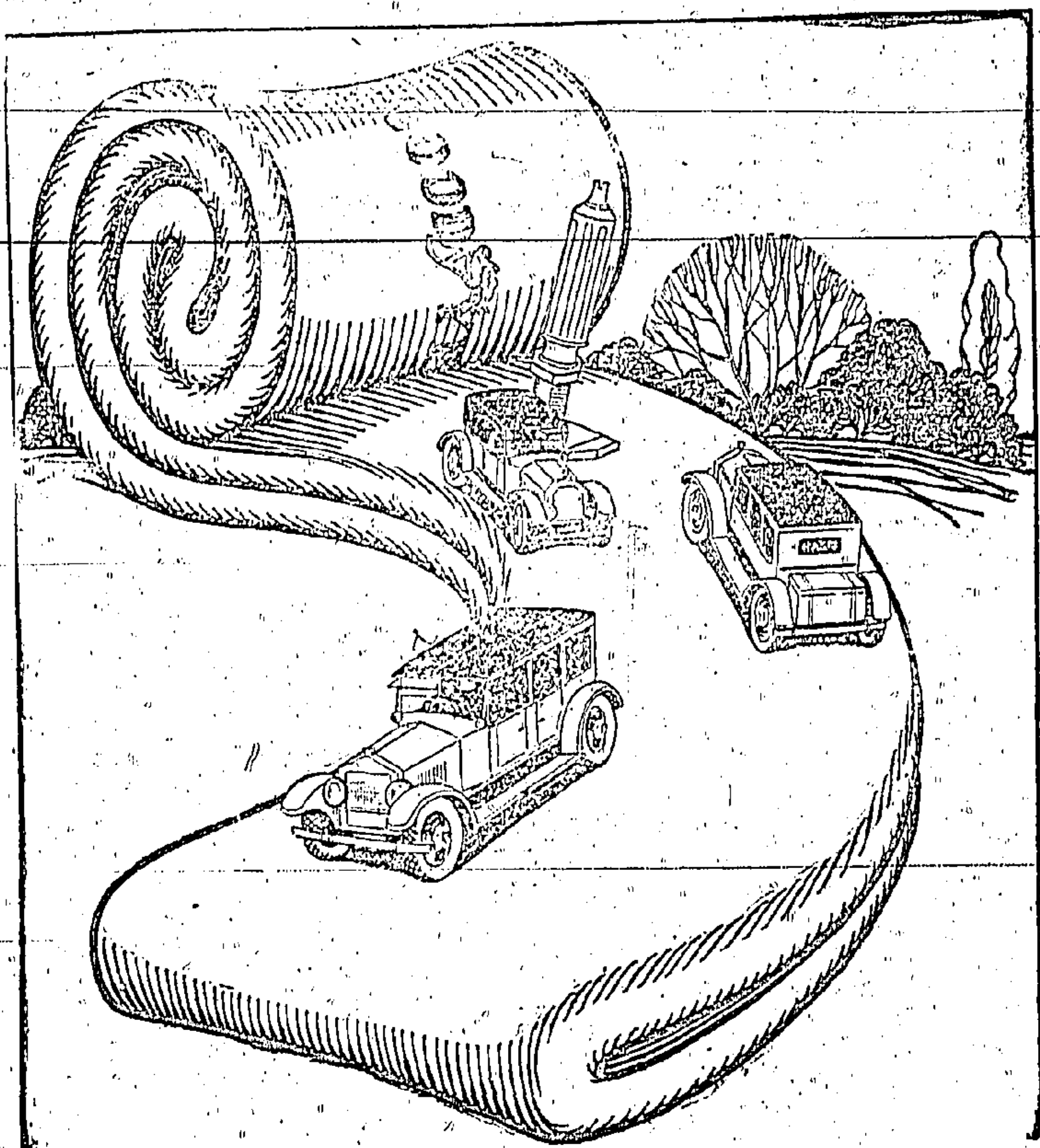
ONE MAN TANK.



Any product of the largest producers of motor cars in Great Britain must in itself be of interest, even if it more or less conforms to the orthodox in scheme and detail. Considerable interest may be expected, therefore, in two vehicles recently introduced by Morris Commercial Cars, Ltd., of Birmingham; each of which is unusual in conception and marks a distinct advance on existing forms of transport. The first and more unusual of these is the Morris Martell One-Man Tank, a unique combination of a war weapon with a vehicle for peaceful purposes, since it is adapted to operate as an ordinary farm tractor under normal conditions, assisted, possibly, by a Govern-

ment subsidy. The basis of the vehicle is a tank unit of the Morris roadless truck carried upon a short rectangular frame, to which is rigidly fixed the engine and transmission, consisting of a standard 15.9 h.p. engine and gearbox unit, epicyclic reduction gear, and worm-driven rear track axle. This construction permits the design of a compact vehicle, and eliminates the necessity for universal joints in the transmission. Steering is effected by two rubber-tyred trailing wheels mounted upon a short axle attached to the rear of the frame by two quarter elliptic springs which impart additional stability to the vehicle, particularly when negotiating steep inclines.

The combination of a standard gearbox and an epicyclic reduction gear gives an exceptionally useful selection of eight ratios, ranging upon 8.33 to 1, to 84 to 1. On the lowest of these an actual drawbar pull of 2 tons is obtainable, coupled with a road speed of some 30 m.p.h. upon top gear. Normally, it is equipped with a conventional radiator and bonnet, but for belligerent purposes it is readily fitted with a business-like armoured body, the driver being seated upon an elevator seat within a square turret, above which his head projects when the seat is in the high position, and obtaining view through a slot in the turret front when it is in the low position with his head well protected within the turret.



GOODYEAR Inner Tubes are made big-bodied, to carry a full volume of air, and are given a water test under 25% stretch to make sure they will not leak.

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INNER TUBES

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CANADIAN OUTPUT.

A NEW RECORD PRODUCTION.

A record production was attained in the Canadian motor-car industry in 1925. The eleven automobile factories in Canada, produced 124,458 passenger cars, 22,144 trucks, and 15,368 chassis, a total of 161,970 cars, or an increase of 22 per cent. over 1924 and 10 per cent. over 1923, the previous best year, when 147,202 cars and trucks were produced. The total value of production was \$110,835,380, as compared with \$88,480,418 in 1924. Capital employed amounted to \$74,678,451, an increase of nearly 23 per cent. over the previous high point for the industry, attained in 1924. Employment was afforded to 10,301 persons, as against a total of 9,277 in 1924. Payments in salaries and wages totalled \$17,249,370, compared with \$14,219,137 in 1924.

Eleven firms reported in 1925, as against twelve in the previous year. Two companies ceased operations and one new company began to produce during the year. With the exception of one plant making trucks, only the output of each operating plant exceeded that of 1924.

Passenger cars manufactured in Canada in 1925 numbered 124,458, worth \$82,801,458; at the factory. Production of open cars numbered 74,333, as against 67,204 in 1924, and the output of closed cars increased to 50,040 from 31,161 in the previous year. Truck production in 1925 stood at 22,144, as against 18,043 in the preceding year.

Excluding engines, imports of cars and parts during 1925 amounted in value to \$35,240,298, a record for imports of these commodities. There were 13,485 passenger cars, valued at \$12,855,940, imported, 1,146 trucks, worth \$1,693,369, and \$20,690,989 worth of parts. In addition 67,305 motor-car engines, valued at \$8,287,105, were imported during the year. Nearly all the imports came from the United States.

Export shipments from Canada were the highest on record. The total value of motor-cars and parts exported during the year was \$39,417,614, an increase of \$8,000,000 over 1924 and \$2,000,000 over 1923, the previous best year. Exports of Canadian made passenger cars numbered 58,005, which was about 35 per cent. of the total Canadian production. Trucks numbered 16,146, and parts were valued at \$6,372,728. Australia was the best market for both passenger cars, and trucks. New Zealand was next, followed by British India, Dutch East Indies, Straits Settlement, British South Africa, the United Kingdom, Argentina, Brazil, and Uruguay in the order named.

TRANSPORT PROBLEMS.

MORE THAN FOUR WHEELS.

Considerable thought is now being given by users of commercial motors and by road authorities to the benefits that must accrue to the roads, as well as to hauling and carrying interests, from the adoption of six (even, where it is proved practicable, of more than that number) wheels instead of four on heavy motor vehicles, and those who advocate the adoption of the obvious improvement have in view the need for encouraging, first, the designer and manufacturer to cope with the technical side of the problem of spreading the load over a larger area of contact with the road; and, secondly, the Minister of Transport in the adoption of regulations that should serve to advance the design of vehicles which shall conserve our roads whilst conveying heavier loads than are permissible under the Motor Car Act of 1903 and its Regulations. The limit of 12 tons total axle weight, says The Commercial Motor, puts a definite check upon the development of the rigid-framed 'six-wheeler' because the comparatively high tare weight of such a vehicle leaves but a small margin for the payload.

However, there is this measure of satisfaction, that, to the best of our belief, the Minister is willing to consider arguments that can be advanced in favour of increasing the permissible axle weights, and virtually waits for manufacturers of vehicles to show that they can, and do, produce vehicles which impose upon the road a pressure not exceeding, let us say, eight tons per axle and which spread that load over a reasonable area.

MOTORS IN PHILIPPINES.

BIG INCREASE IN IMPORTS.

Importation of automobiles (passenger cars), trucks and motorcycles from the United States into the Philippines during the first half of the year, shows an unusual increase over imports for the same period last year according to insular customs figures.

P350,000 INCREASE.

Passenger cars brought into the islands from the United States from January to June, this year, totalled 1,912 in number, valued at P2,458,332, as compared to P1,158, valued at P2,105,670 imported during the same period in 1925. Last month imports totalled 376 automobiles valued at P519,444, as against 265 cars valued at P31,483 in May, and 52 valued at P51,852 in June last year.

Trucks imported from the United States into the Philippines for the period under review totalled 689, valued at P754,062; in the same period last year 349 trucks, valued at P383,469, were brought in. Last month's importation of trucks, totalled 127, valued at P117,371, as compared with only five trucks, valued at P1,664, in June last year.

THIRTY MOTORCYCLES IMPORTED.

The Philippines also imported 30 motorcycles valued at P14,328 from the United States during the first half of the year. From January to June, 1925, imports were 30 motorcycles valued at P13,674.

During the first six months only one automobile, valued at P3,227 and coming from France, was imported from foreign countries. All other trucks, automobiles and motorcycles were shipped from the United States.

TOTALS FOR 1925.

Customs figures further show that the Philippines imported in 1925 2,934 passenger cars valued at P4,497,501, of which 2,932 cars valued at P4,493,081 came from the United States and two, valued at P4,420, from Great Britain. In 1924, the United States exported to the Philippines 2,622 automobiles valued at P2,790,452; Great Britain, two cars worth P24,627; France, two cars worth P13,244; and Italy, three worth P6,736; or a total of 2,629 cars valued at P2,835,059.

In 1925 the United States shipped to the islands 1,026 trucks valued at P1,083,955 and 34 motorcycles worth P14,855.

BIG ROAD SCHEME.

£20,000,000 DEVELOPMENT IN AUSTRALIA.

His Majesty's Trade Commissioner's Office at Melbourne reports that a conference has been held between the Federal Minister of works and Railways and the State Ministers to discuss the question of a grant of £20,000,000 offered by the Commonwealth Government for the construction of roads. The conference was of a preliminary nature. The proposals, if agreed to, will only come into operation in the next financial year, and no money has as yet been made available for the scheme, which has yet to be made the subject of an agreement between the Commonwealth and the State Governments, ratified by the States Parliaments.

The scheme provides for a sum of £20,000,000 per annum to be voted from revenue for road purposes, the amount to be distributed among the different States on a basis of three-fifths population and two-fifths area on £1 for £1 basis, the States providing their contributions out of loan or revenue. The classes of roads covered by the scheme are main roads which open up and develop new country, trunk roads between important towns, and arterial roads bearing the concentrated traffic from developmental, main, trunk, and other roads, and the roads so constructed or reconstructed will be termed Federal Aid Roads, the States having to provide for adequate and continuous maintenance of the roads after construction or reconstruction. It is proposed to form a board to be known as the Federal Aid Roads Board.

I LEAD THE WAY

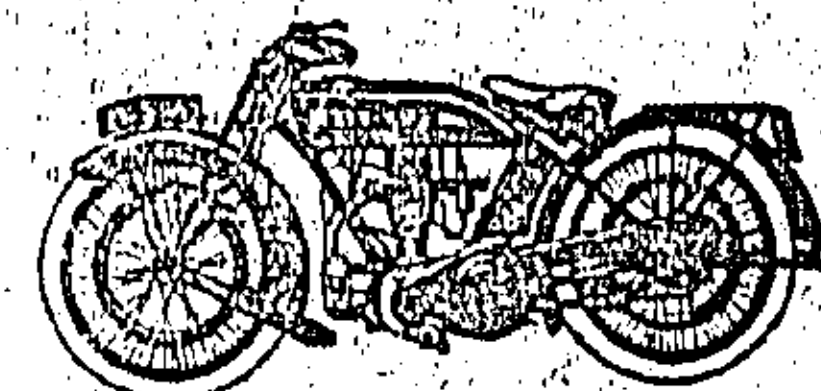
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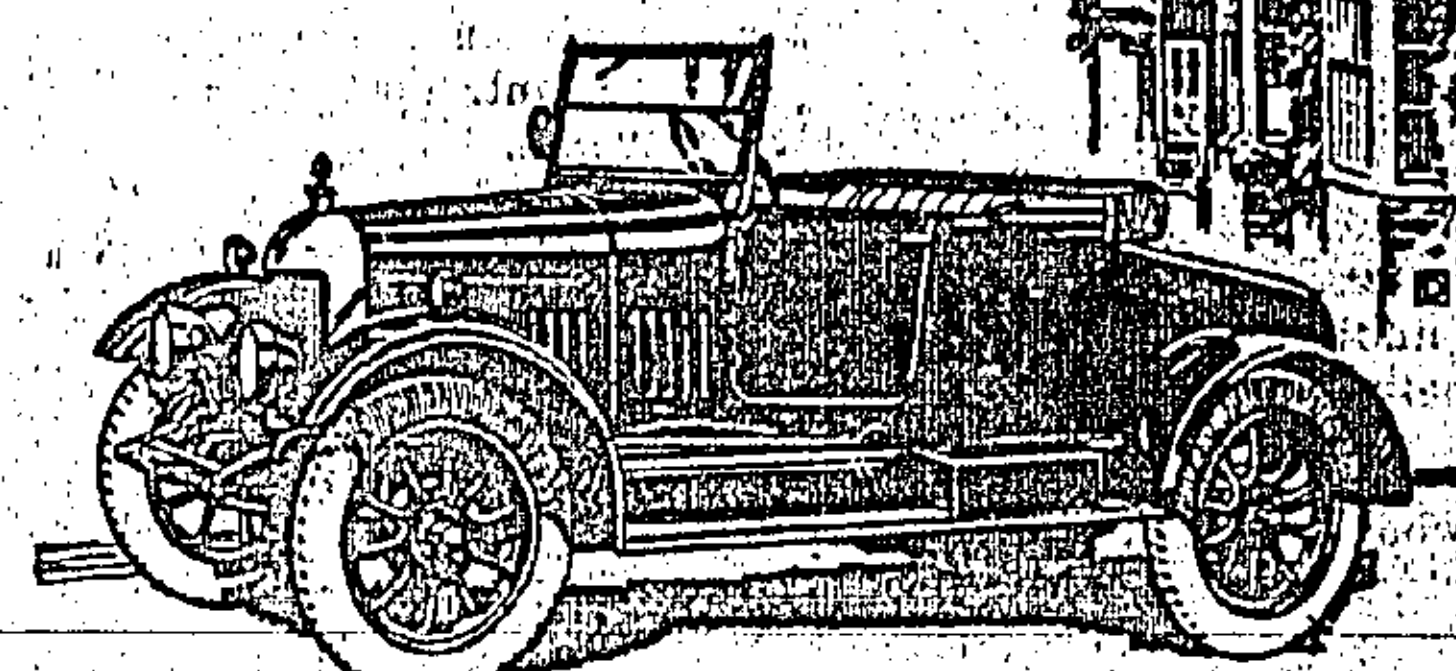
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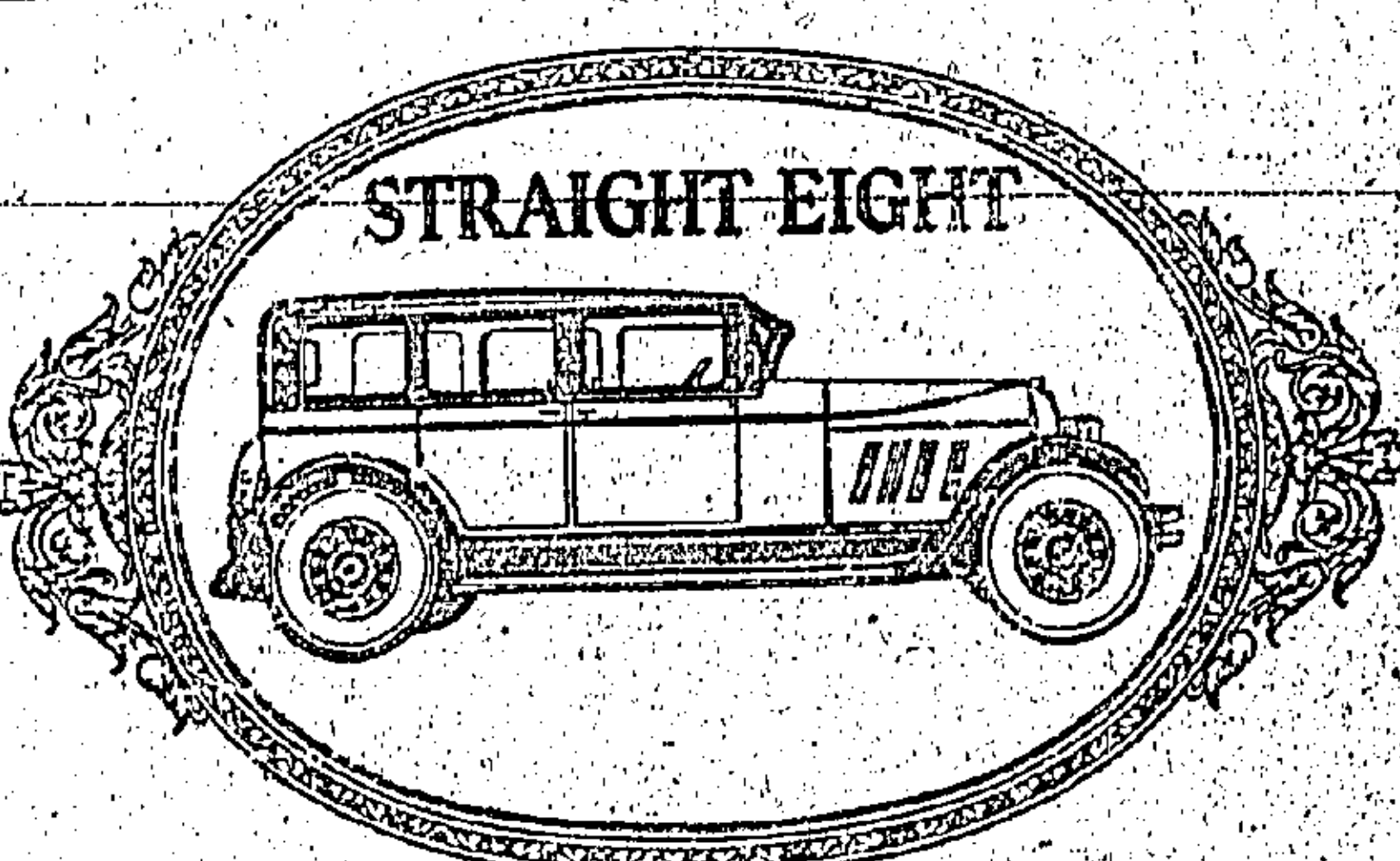
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MORRIS-COWLEY Roadster (2 SEATER-WITH DICKEY) & 5 WHEEL DRIVEN	£212 0 0
" " Touring (4 SEATER-4 WHEEL DRIVEN)	£234 10 0
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Durability To the careful, the factor of durability in a car is of vast importance. Demand the car that will withstand day by day the hardest usage and keep sweet running. Things are done and care is taken at Auburn factories to insure better performance and longer life than any other manufacturer does. It is its unusual stamina that transforms the purchase of an Auburn into a long paying investment. Drive it—compare it—if the Auburn does not sell itself, you will not be asked to buy.

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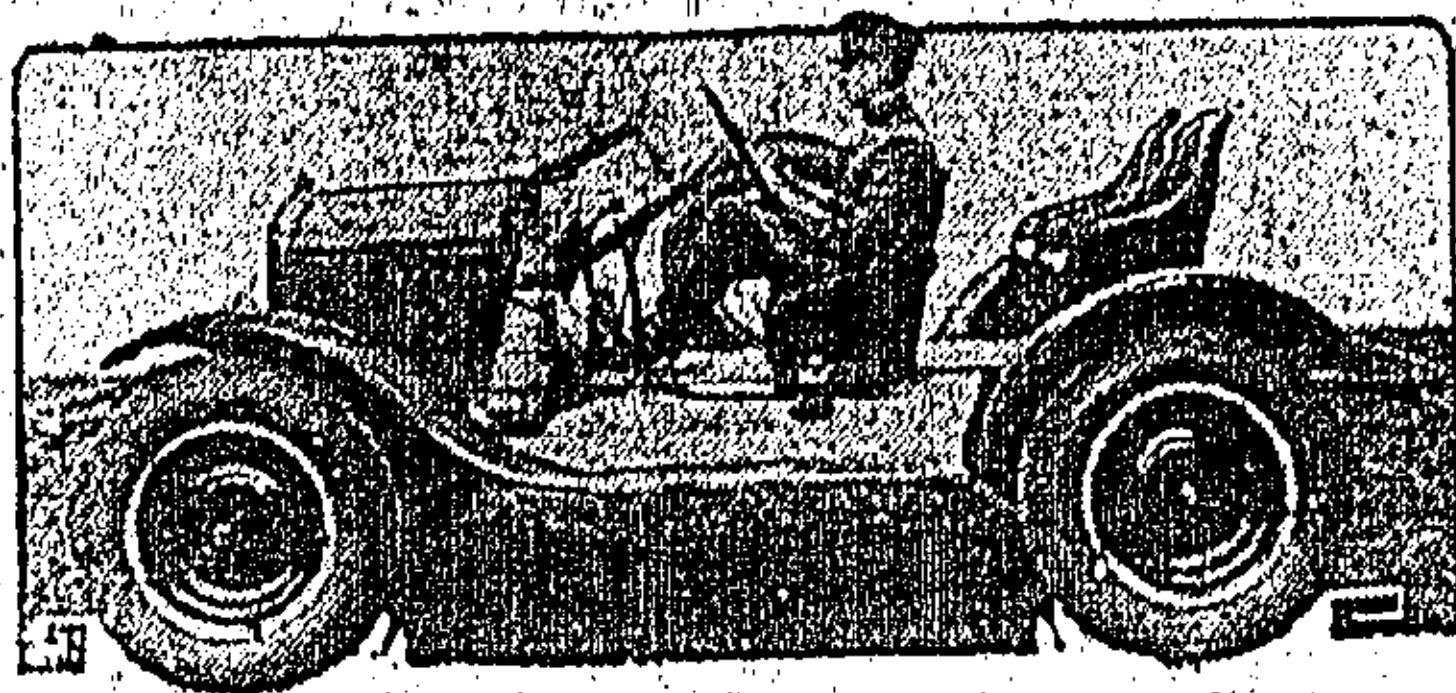
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The UNIVERSAL AUTO SUPPLY Co.

61, Des Voeux Road, Central.

CAN GO ANYWHERE.



THIS AUTO CAN GO ANY PLACE A HORSE GOES. IT'S A NEW CAVALRY "UNIT."

The Ordnance Department of the United States army has four special automobiles that can do anything but climb trees.

They can travel over all sorts of ground, over ploughed or rocky fields and across a stretch of soft desert. They are, in fact, motorized horses.

That's their purpose. They're designed to take ammunition to cavalry units at places where no other vehicles could go.

These cars are rebuilt Fords with balloon tires and an auxiliary gear set affording six speeds forward and two in reverse. These speeds, it is said, make the car more efficient than the old caterpillar variety.

A demonstration car recently ran up and down the steps of the State War and Navy building to show its possibilities.

The new car is stripped of all extra weight, even the two rear seats being removable for carrying ammunition and supplies.

It took seven years of experimenting to decide on this type of car. The view was not only to get a car that would cover the same ground a horse could, but to make the vehicle of standard parts already on the auto market.

As a result, this car can be put into production by auto factories within a week after war is declared, say Ordnance officials.

RANDOM NOTES OF THE MOTORING WORLD.

New Zealand possessed, at the beginning of this year, nearly 82,000 passenger cars, the majority of which are of American origin.

New thoroughfares totalling more than 29,000 miles are planned for construction this year in the United States. Maintenance of 234,000 additional miles of roads is also being undertaken.

Hardwood sales to automobile manufacturers in America have been increasing considerably recently, and 1926 is expected to be the best year in the history of the trade. White ash proves to be in greatest demand.

It has been decided to legalize in the United States yellow rear lights for cars in place of the customary red-coloured ones. This is to enable car rear lamps to be easily distinguished from red on level-crossings and other road obstructions.

Despite various rumours concerning the possible restriction of petrol supplies in view of the coal stoppage at Home, it is announced by one of the principal fuel distributing firms that there would be no justification for such rationing, as ample quantities of petrol are available.

At a conference of Local Government Engineers held at Sydney (N.S.W.) several speakers indicated that all concrete roads will soon be adopted on a wide scale in Australia. Mr. Walker (the Under Secretary for Local Government) said that if the money could be obtained they would have concrete roads all over the State.

Considerable attention has been paid by the Egyptian Government during the past year or so to the development of good roads in the country. A network of first-class roads has been planned to connect the important towns of the Nile Delta and to extend along both sides of the river from Cairo to the villages of Upper Egypt and westward to Fayum.

An epicyclic gear affording four forward speeds and a reverse has been designed by Mr. J. A. Furness, of Bromley, Kent, and is in course of construction. We have examined a model of this device says a Home paper, which is sufficiently complete to show that a novel adaptation of the epicyclic principle is employed, with the result that only 12 gearwheels are required for the four forward speeds and reverse. Furthermore, no internal-toothed ring gears are used. The inventor states that three forward speeds and reverse could be obtained using only 10 gearwheels. The device has the advantage of affording a direct topgear drive.

In the opinion of many American civic authorities who have adopted systems of street signalling lamps, the number of accidents has been reduced materially since the introduction of such arrangements.

That 10,784 British cars and chassis were imported into Australia during 1925, as compared with 2,001 during 1923, is a matter which reflects considerable credit upon the activities of the British manufacturers concerned.

American statisticians state that motor-cars are estimated to be cheaper than any other manufactured product, with the exception of agricultural implements. Motor-cars sell there for about 2s. per lb., which is cheaper than butter. The more popular cars in Britain sell at much the same rate.

An American motor journal suggests that the colour descriptions applied to cars for registration purposes are often inaccurate or vague. A plea is further advanced for the use of simple adjectives such as "dark," "brilliant," or "light," in place of the ambiguous terms sometimes employed.

From the annual survey of the automobile industry issued by the National Automobile Chamber of Commerce, New York, it appears that during the year 1925 the number of motor vehicles produced in the United States and Canada was 4,336,754, valued (with parts added) at \$4,210,174,963. The number of vehicles exported was 536,741, or 12½ per cent. of the whole.

A director of the U.S.A. National Automobile Chamber of Commerce (Mr. H. H. Rice) points out that foreign trade at one time was largely a sideline with many American factories, but not an outstanding feature of any business. Now, however, in the automobile industry 12 per cent. of the production of the factories is shipped abroad, and the expectation is that this percentage will rapidly increase.

Many mechanisms at present impracticable would become commercial possibilities were more suitable materials available for their construction. The announcement that a new steel has been evolved by Hadfields, Ltd., the famous Sheffield steel-making concern, is therefore of particular interest; the properties claimed for the alloy are such that it would appear particularly suitable for the long-desired internal-combustion turbine. It is stated that the new steel has been successfully employed for the internal parts of a gas turbine running at a very high speed and at a temperature of 1,700 degrees F. Oxidization and erosion would soon destroy an ordinary steel in these circumstances.

MAGNETIC CLUTCHES.

WIDE FIELD OF USEFULNESS.

Magnetic clutches and brakes have an exceedingly wide field of usefulness. It is not an unlimited field, but it does include most of those cases in which mechanical clutches have been employed, and in many instances magnetic clutches are replacing others on account of the greater convenience of control. One outstanding advantage is that magnetic clutches can be controlled from remote positions. Another is the smoothness of engagement due entirely to the fact that their action is independent of centrifugal force. The magnetic clutch consists of two members—the field or driving member, which carries

the magnetised winding, and the armature, which carries the driven member. These members are carried on the outer circumferences of a pair of annular spring steel plates which are attached, at their inner circumferences, one to the driving hub and the other to the driven hub. Normally, the two members are held out of contact, but when the current is applied to the winding of the field member they are magnetically drawn together, the flexibility of the spring steel plates allowing the necessary movement to take place. The power is then transmitted entirely by the frictional engagement between the two members. A friction member is fitted to the field member so as to prevent actual metal-to-metal contact between the armature and the field parts. This lining is on the outer circumference of the clutch and is carried by an adjustable

friction ring. The lining material has a high coefficient of friction. As a result the clutch can be used for accelerating at frequent intervals, and the engagement will be found to be as gradual as that secured by the majority of mechanical clutches.

These magnetic clutches can also be operated in combination with magnetically released band brakes. In this construction the hub carrying the armature member of the clutch also carries the brake wheel, which is encircled by a band lined with a friction material consisting of woven asbestos and brass wire. This friction band is designed to be released by means of a solenoid connected in parallel with the windings of the clutch, and to be applied by means of a weight on the end of the brake lever. When the magnetising winding of the clutch is de-energised by the tripping of one of the safety

switches, that of the brake solenoid is also de-energised and the brake thus applied. The driving power is cut off and the brake instantly applied, so that the equipment is brought to rest in a period of time which will prevent injury to workmen.

Hitherto magnetic clutches have been most widely used in rubber mills, for the reason that in the rubber industry there is a large demand for heavy clutches, susceptible of remote control. Their use has, however, extended to a number of other industries, and it is interesting to note that recently 140 magnetic clutches were installed at a match-making works.

For taxation purposes the U. S. Board of Tax Appeals has decided that the depreciation of a car shall be reckoned at the rate of 25 per cent. per annum.

BUS GAINS WORLD RECOGNITION.

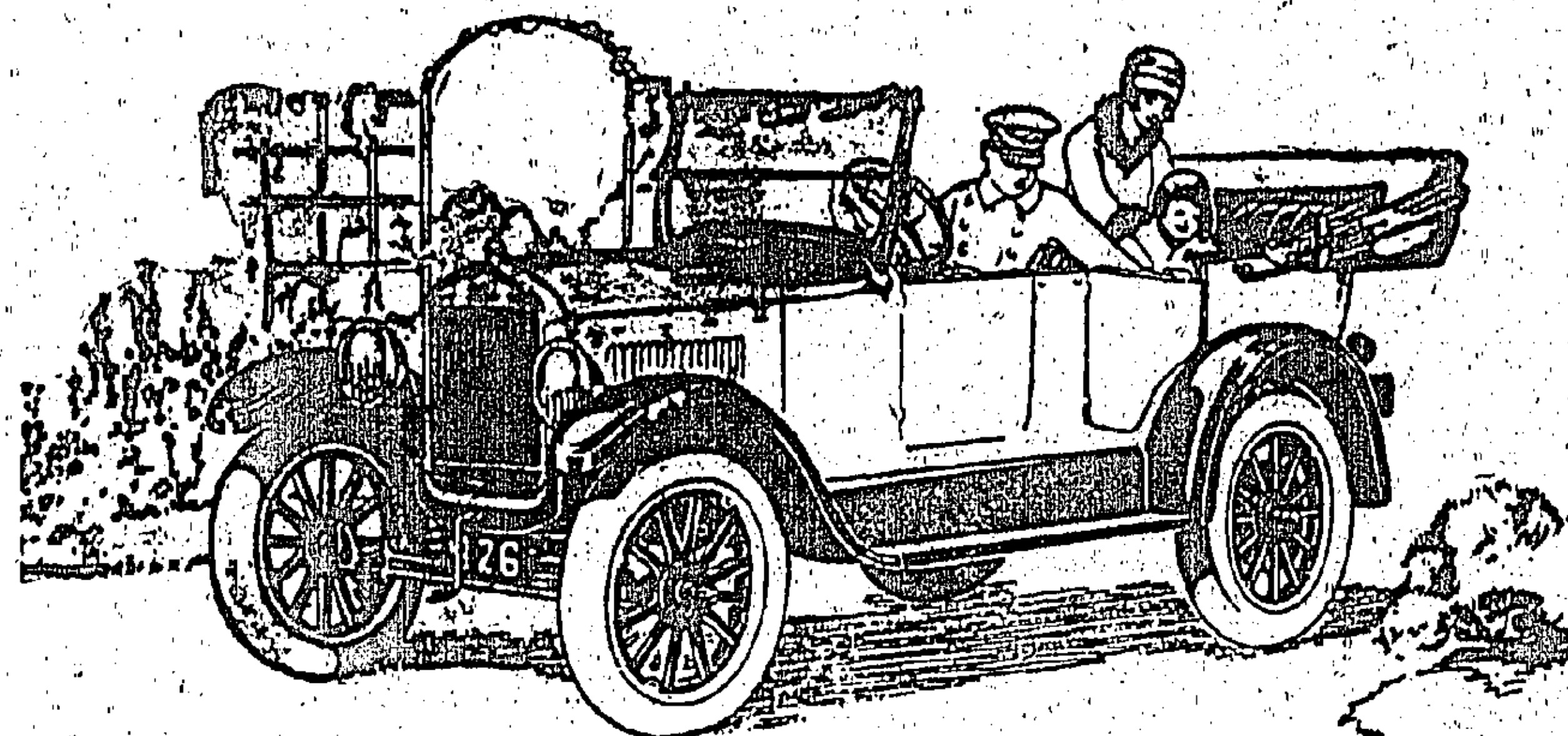
The motor bus has now gained world recognition. According to latest census figures of the Washington Commerce department, there are now 181,576 buses operating in the world. There are 80,000 in the United States and 76,000 in Europe.

TOURING COSTS.

With the tourist season beginning to get under way in America, accommodations are being made to take care of tourists. It is estimated that last year motorists spent a grand total of approximately \$1,025,000,000 for equipment and maintenance.

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CONVENIENCE—UTILITY

TAIPO BRIDGE.

WORK OF RECONSTRUCTION.

For many months now there has been a signboard at the commencement of the road to Taiipo that the road is closed after 6.30 p.m., although recently the time has been altered to an hour and a half later, and it is well-known to the motoring fraternity that the reason for this is because the bridge at Taiipo is out of commission at night. It will be remembered that this bridge was practically swept away by a severe storm, and up to date it has not been replaced, except by a temporary structure, which cannot be used at night.

The original bridge was one of several spans, but the new one, the general plan of which has been approved, will consist of two eighty-foot spans, and will be as wide as the road, although not in exactly the same position as the former bridge. At present the work of constructing the abutments and piers is in progress, and after the steel for the bridge itself arrives, it should be only a very short while before the bridge is completed. Tenders for the steel have been invited from Home by cable.

It is expected that by the time the steel arrives the remainder of the structure will have been completed and it will only be a question of completing the whole work, which should take but very little time.

BOTVED'S FLIGHT.

HIS RECORD HOME-GOING.

Owing to much other news of world importance at the time full justice has never been done in the newspapers of the Far East to the very fine achievement of the Danish aviator, Commander Botved, who flew from Tokyo to Copenhagen in the record flying time of 72 flying hours.

It will be remembered that during the first stage of the flight from Copenhagen to Tokyo, via Bangkok, the aviator encountered bad weather and was also handicapped by engine trouble and other causes. He eventually reached Tokyo after a protracted journey. It was on the flight, home to Copenhagen, via Siberia, that he established a record and fully justified his reputation as a skilled and daring aviator. This long distance of 11,000 kilometres was covered in 72 flying hours and within a period of nine days. He left Tokyo on June 14 and arrived in Copenhagen on the 23rd. On the last day of his flight Commander Botved started out from Moscow at 4.30 a.m., arrived at Königsberg at 11.50 a.m., re-started at 3.35 p.m. and arrived in Copenhagen at 7.45 p.m. This was truly a memorable day's flying.

LOCAL FREIGHTS.

MARKET VERY DULL.

As is the case with other business, the freight market at the moment is very dull. It is even thought probable that some of the time-charterers will not be able to carry out their contracts.

Little export business is being done from Saigon and Bangkok, now that the rice season is over, and steamers have found it difficult to secure full cargoes from these ports. On other lines, some increase of activity is apparent in tonnage from Java, and the explanation is to be found in the increase of sugar exports from that country. There has been some business carried through in tonnage from Hongkong, and rates are quite well sustained on this run.

However, the present period is one of depression in local freight business, and it is unlikely that any great activity will occur for some time to come. There are hopes of a renewal of the recent heavy demand for rice from Canton, when the proper season comes round, but whatever benefits are conferred by it will for the moment be received by non-British vessels able to profit from the present situation.

"A CITY WITHOUT WALLS."

[BY THE REV. GEO. E. ARROWSMITH, M.A.]

"He that hath no rule over his own spirit is like a city that is broken down and without walls." (Prov. 25. 28.) Can you imagine a better picture of the evil effects of unbridled temper than this? His walls have been destroyed, he has lost control over himself, his strength has gone. Every fresh outburst has helped to make the ruin more complete, and now the ruler of the city has become the bondslave of the enemy!

How prevalent is this evil in our midst. Most of us have been made fiery by nature, but many of us know not how to keep the fires unsuspected by others. The reason for this is to be found in the ready way in which we condone bad temper. We call it a failing not a sin—unsightly, perhaps, as ugly as the hump on the camel's back, but, after all, the creature was made so, and so how can he help it? And some excuse themselves by saying, "We have been born bad-tempered; it is not our fault." Be not deceived, that which makes a man brutish, that which robs him of his self-control, that which can inflict so much unhappiness on others, can never be excusable, it is sin—as deep and as black as any other condemned by God's Law.

Mind you, temper in itself is not bad; if kept in check, if controlled by an indomitable will, it can be a factor of great strength to character.

"Well," you say, "how am I to control it? It is easy to say to a bad-tempered person, 'Conquer your passion,' but it is practical help I want."

Here, then, are one or two practical suggestions.

First of all, remember the value of silence. Jeremy Taylor realised it's worth; listen to his words. "If anger arises in thy breast, instantly seal up thy lips, and let it not go forth; for, like fire when it wants vent, it will suppress itself."

Quietness under provocation is one of the surest signs of a disciplined temper. Let us follow the example of Jesus Christ, of Whom it was said, "When He was reviled, He reviled not again; when He suffered, He threatened not." When Jesus was before the High Priest, Caiaphas, He might have been excused (so we would think) for a passionate outburst as He listened to the lies which the false accusers were bringing against Him; but no, "Jesus held His peace." Self-restraint, even when we are misunderstood and maligned, is Christlike.

John Foster once said: "If I had the power of touching a large part of mankind with a spell, it should be this short sentence, 'Be quiet, be quiet.' Silence is never so golden as when inwardly you are seething!"

But it is not always possible to keep quiet when annoyed; necessity may compel speech, so here is another hint of great practical value:

Never, when inwardly roused, talk above your natural voice, for, mark you, it is hard to speak angrily while speaking quietly. Cultivate gentleness of voice, and gentleness of spirit will naturally follow. You remember what the Wise Man said? "A soft answer turneth away wrath." Quietness of speech has a calming effect upon the passionate element in other natures besides your own. If one meets you in the shabby cloak of bad temper, your gentle words and a pleasant smile, he will soon discard it in disgust.

Then I would say learn to forget quickly. He who retains injuries in his mind and broods over them is thereby continually heaping fuel on the fires of his own passion. Julius Caesar was a great man, but it has been left to Cicero to show the real worth of his character. "Caesar," he writes, "forgot nothing but injuries." It is only a small spirit that will cherish up his neighbour's faults; the large-minded man is so busy counting up his own, that he has no time to think of those perpetrated by others!

And so we might go on heaping up helpful advice on this subject, but let me put the most important last: David, the psalmist, gives it to us, "Except the Lord keep the city, the watchman waketh but in vain."

The only really satisfactory method of disciplining temper is to ask the Christ to undertake the task. We may be able to force back evil passion by our own physical efforts (I do not deny it for a moment) but permanent victory will never be gained in that way. Except the Lord keep the city of Mansoul, all our watchful efforts will be in vain, for the enemy is so strong, we cannot ward him off indefinitely. But if Christ is Governor of the soul, then the evil passions will be subdued in very truth for "where the Spirit of the Lord is, there is liberty."

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ON

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NEWS BY RADIO.

BIG PHILIPPINES SCHEME.

Governor General Wood has just approved arrangements for sending world news to all corners of the Philippines which are not readily accessible to ordinary means of communication and news distribution. The scheme is to be carried out by the Bureau of Posts and inter-island radio service, with the co-operation of the naval radio station in Los Banos and the Associated Press.

Under the arrangement, radio stations in 21 of the most secluded points of the archipelago are allowed to copy news to be broadcast daily by Radio Los Banos through the courtesy of the Associated Press. The news reports are to be served free to the public by the receiving radio stations.

The stations given authority to copy from Los Banos now are those of Basco, Batanes Islands; Baler and Infanta, Tayabas; Virac, Catanduanes; Borongan and Balangiga, Samar; Sogod, Leyte; Hinatuan, Surigao; San Jose, Mindoro; Cuyo, Palawan; and later those of San Francisco, Cebu; Malita and Math, Davao; Lobok, Cotabato; Siasi and Bonggan, Sulu; Cagayan de Sulu; Balabak; and Puerto Princesa, Palawan.

These stations are instructed to tune in on 2,700 meters (111 K.C.S.)

Radio Los Banos (Station NPO). The stations, however, are under orders not to permit this new activity to interfere with the rapid and efficient performance of their duties and are not allowed to send news copy when the regular traffic is heavy. At the end of every news report to be published at each station, the caption "Courtesy of the Associated Press" is required by the order.

The scheme was worked out at the instance of Governor Wood in view of the absolute lack of news from the outside world reaching distant parts of the islands. The chief executive hopes further to encourage news dissemination by other means to build up an intelligent public opinion.

London.—Prospects for grouse shooting on the Cleveland moors are excellent for the coming season, opening August 12, according to reports here. Dry weather has been very favourable to hatching and young grouse are already reported on the wing in some districts. Highland sporting preserves are being leased at high rentals. One 60,000 acre deer and grouse sanctuary, it is understood, has been rented for \$35,000 for the season. Prospects for all game shooting in the favourite fields of North Yorkshire are good.

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IN EVERY home there are dozens of articles—shelves, cupboards, coat hooks, etc.—all of which must be fixed securely and neatly. There is only one method of ensuring real and permanent satisfaction—and that is the Rawlplug method—successful on walls of any material from plaster to concrete.

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- (4) There is a Rawlplug for every screw.

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The General Electric Co. of China, Ltd.

STONE-THROWING INCIDENT.

FRENCHMAN APOLOGISES TO LADY.

London, August 13.
The Commissioner of Police at Granville has concluded his enquiry into the stone-throwing incident on July 26th, when a lady passenger was seriously injured by a Frenchman who threw a stone. Interrogated, he said he and others on the quay strongly resented the passengers throwing coppers. He deeply repented for the stone-throwing and humbly apologised to the injured lady and other passengers. The Commissioner has severely reprimanded him.—*Reuter*.

A message on July 26th stated:—Excursionists from Jersey to Granville had an unpleasant experience. On leaving Granville the steamer's band struck up the "Marsellaise." A crowd on the quay resented this, and started throwing stones. A woman passenger was hit. Much indignation is felt in Jersey.

STOCK DECREASE.

FLOOD OF SELLING ORDERS.

New York, August 13.
The unexpected increase in the bank rate has damped the ardour of the stock market. Business opened with a flood of selling orders, followed by a decline in prices from one to ten per cent. Practically all securities, including General Motors, were involved in a strong investment demand for high grade railway securities, and this caused a "partial" recovery, many early losses becoming gains.—*Reuter's American Service*.

TRADE UNION SQUABBLE.

AN ANGLO-RUSSIAN DISPUTE.

Moscow, Aug. 13.
The discussions of the Anglo-Russian Committee, which met in Paris a fortnight ago to promote trade union unity and to facilitate the entry of Russia into the Amsterdam International were far from harmonious, according to a report by M. Andreev, Chairman of the Soviet delegation to the Central Council of Soviet Labour Union.

M. Andreev says the British delegation, consisting of representatives of the Council of the Trade Union Congress, declined to discuss the question of assistance to British miners, which was placed on the agenda for their approval, and also demanded that the Russians withdraw the resolution condemning the conduct of the T.U.C. in the general strike. The Russians refused to do so and declared that the Russian Labour Unions would continue to support the miners.—*Reuter*.

FLIGHT ENDED.

FROM NEW YORK TO BUENOS AIRES.

Buenos Aires, August 13.
The Argentine aviator, Duggan, who has been on a prolonged flight from New York to Buenos Aires has arrived here.—*Reuter's American Service*.

A Manila telegram received at 9 a.m. to-day states that at 8 p.m. yesterday the typhoon was in about Long. 112 and Lat. 17, moving west. The typhoon east of Balintang Channel is moving north-north-west, or north.

CAFE RESTAURANT PARISIEN.

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This Week's Programme:

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MUSICAL TIFFIN, 1-2 p. m. \$1.25 per cover

SPECIAL—(Bouillabaisse)

TEA DANSANT, 5-7 p.m.

CARNIVAL NIGHT

SPECIAL DINNER, \$3.00 per cover

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BOOK MAKING OF EVERY DESCRIPTION.
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CONTREXEVILLE for Douretic, Tonic, Digestive,
Laxative, Regulator of Digestion.

EVIAN WATERS for Luxury Table Water, the
most Agreeable.

VICHY CELESTINS for Arthritism, Rheumatism,
Gout, Gravel, Diabetes.

EVIAN CACHAT for Arthritism, Gout, chronic
du foie et l'appareil biliaire.

THE FRENCH STORE

9, BEACONFIELD ARCADE.

PROPERTY SALE.

LOW BIDDING FOR CHEUNG
SHA WAN LOT.

There was a poor attendance at Mr. A. G. da Rocha's auction rooms yesterday afternoon, when property situated at Cheung Sha Wan was put up for sale. Only two bids were received and the lot was knocked down at the second of these to Messrs. Sun Kwong Hop Company Ltd.

The property up was that known as Sub-section one of Section A of New Kowloon Inland Lot No. 435, held for the unexpired residue of a term of 75 years from July 1898, with the option of renewal for one further term of 24 years and having an area of 5,918 square feet and an annual Crown Rental of \$27.25.

Opening at \$10,000, with bids of \$500 acceptable, two bids were made at the minimum and the lot was knocked down as stated above for the sum of \$11,000.

MEXICAN MINES.

SOME NEW LAWS
INTRODUCED.

Mexico City, Aug. 13.

New mining law regulations just published empower the Government to supervise numerous details of the industry, in which hundreds of millions of dollars are invested.

The regulations declare that all commercially valuable minerals and precious stones are the property of the nation. The mining law details the terms on which the Government will grant mining concessions, and also provides an elaborate system of Government inspection and supervision.

The concessions will be forfeited unless the stipulated amount of work be done.—*Reuter's American Service.*

MAINED WAP HERO.

HOW HE MADE HIMSELF
HAPPY.

A *Daily Express* representative discovered in Richmond the perfect story of the havoc of war and of the courage that turns the living hell of existence with a shattered body into something pleasant to smile upon. It is a simple story at that.

Mr. G. W. Richards was a printer when the war began. He lived at Bethnal Green, and, as he said, "Thank God, I wasn't married."

He joined the 20th London Regiment. In 1917 he found himself on the Somme with his regiment, and a bullet came along to wound him in the neck. The top of his spinal cord was touched by the bullet. The use of his arms and legs went for ever, and eventually, an invalid for life. Mr. Richards was brought to Richmond to the Star and Garter Hostel for wounded soldiers.

That was at the beginning of 1918, before the new building had been erected. As he lay in bed, he found that he would be able to summon his attendant if he could only hold in his mouth a short stick long enough to push the bell at the side of his bed.

He asked for the stick, and learned how to grip it firmly between his teeth. A pencil was the next idea that came to him, and he managed to write his name and then to sketch decorative designs on pieces of paper.

He used a fountain pen next, and then some one provided him with a box of paints and a brush or two. He took to sketching designs on paper lampshades and other odd pieces of ornament. Painting the designs was the next step; selling the results of his work turned the hobby into profitable employment, and when a one day show of the work of the men at the hostel was held, his exhibits were the talk of the visitors.

VIEW FROM THE WINDOW.
His bed is now high up on the third floor of the magnificent new building. From the window at his side, to which he is often turned, there is the wonderful view of the Thames Valley for which the King and Queen stopped their motor-car on Richmond Hill the other day.

There are gadgets arranged all round his head. The old idea of ringing the bell with a stick has long been discarded. A contrivance made solely of a clothes-peg and two wires has taken its place. A tray stands always in front of him on an extending arm, and always carries ash tray.

"About the only thing I can't do," he said to me with one of the pleasantest smiles in all the world, "is shave myself."

He stopped a moment while I placed a cigarette in his mouth and struck a match.

"Also I can't shake hands with you," I'm only forty now, and this may go on for years, though they call me 'Old Joe.' But I'm happy."

MR. J. McMURRAY'S DEPARTURE.

TWENTY-SIX YEARS' SERVICE.

A farewell tiffin was held at the Hongkong Hotel yesterday in honour of Mr. J. McMurray, who is retiring from the post of Engineer Superintendent of the Indo-China S. N. Company after 26 years' service with the firm.

Mr. McMurray is due to leave the scene of his best work on Thursday next by the Empress of Asia and will make the trip home the means of a holiday tour through the Dominion, before crossing the Atlantic.

Among those present to do Mr. McMurray honour were the following:—Messrs. R. M. Dyer (Hongkong and Whampoa Dock Co.), R. Sutherland, A. W. Sanderson, P. Tod, Captain P. H. Rolfe, Captain D. Skinner (Jardine, Matheson & Co. Ltd.), Messrs. E. L. Hosie, H. F. Scott, D. Goy, J. S. Macintosh, J. W. Mathews, W. Forsyth, S. Steel, G. Duncan, J. M. Ramsay (Hongkong and Whampoa Dock Co.), Messrs. W. Russell (Government Marine Surveyor), W. Lambert (Asst. Government Surveyor), J. R. Kinghorn (Engineer Superintendent, B. and S.), Captain R. Innes (Marine Superintendent B. and S.), Messrs. W. Lang (Lloyds), T. S. Morrison (Lloyds), K. E. Greig (Tai-koo Dock), G. M. Shaw, S. Baker (China Sugar Refinery), A. K. Henderson (Hongkong Tramway Co.), J. Tully (Asiatic Petroleum Co.), W. C. Shiner (United Asbestos Co.), R. Hunter (Macdonald and Hunter), W. McFarlane (Dairy Farm Co.), J. Ormiston (Hollywood and Massey), W. R. Butchart (Jardine Engineering Co.), Geo. Edwards (United Asbestos Co.), J. F. Millar (Bradley and Co) and Dr. Black.

Chairman's Eulogy.

Mr. Sutherland was in the chair and was supported by Mr. R. M. Dyer. In proposing the health of Mr. McMurray, Mr. Sutherland said:

Gentlemen.—Mr. Dyer as representing the Dock and myself on behalf of Jardine Matheson and Co., have asked you here to meet our old friend, Mr. McMurray before he leaves on retirement. Mr. McMurray has been associated with the Indo-China Co. for some 26 years, about half of which time he has filled the very onerous position of Engineer Superintendent. Coming as successor to Mr. Angus Sinclair, who worked like a dynamo, Mr. McMurray's task has been no sinecure, and I'm afraid, in his unflinching devotion to duty may have sought the reason for his, I hope temporary break-down in health. His departure means a great loss to us as well as to the engineering fraternity of the Colony generally, amongst whom he has filled an important place; his briefly expressed, but sound views on matters brought before him being at all times invaluable.

And so gentlemen, you will all join with me in the wish that once more, invigorated by the heather-scented breezes of bonny Perthshire, he will soon regain his usual good health.

With these remarks, gentlemen, I would ask you to join with me in wishing Mr. McMurray a safe and comfortable passage home and many years of restored health in the Old Country.

Mr. R. M. Dyer added a few words, in which he stressed the pleasant associations which his company had always had with the guest of honour. He paid a high tribute to the engineering ability and personal qualities of Mr. McMurray and confirmed all that Mr. Sutherland had said. He added that it gave him great pleasure to be the medium of the presentation which they were making to their old friend. This was in the shape of an English silver salver, which the speaker hoped would serve to remind him in the future of the friends he had left behind in Hongkong.

Mr. McMurray Replies.

Mr. McMurray in reply thanked Mr. Sutherland and Mr. Dyer for the kind remarks which had been made. During his service as Engineer Superintendent he had found the post by no means a sinecure, but he had always met with sympathy in the many difficulties which he had had to encounter. Difficulties with the staff had sometimes made it an onerous job but he had been happy in the co-operation of the Government Surveyors and the employees of the Dock Company who had always endeavoured to make crooked ways straight and to smooth the path they travelled together.

He thanked all those present for their kindly thought in presenting him with such a splendid souvenir of their friendship, which, he said, would always have a place of honour in his home.

Further remarks were made by Mr. Russell, Government Surveyor, Mr. Lang of Lloyd's, and Mr. D. Goy, an old schoolmate and co-worker in Hongkong shipping interests.

The function closed with the company present standing and reading the verse which appeared on the back of the menu, as follows:

'UNKINDEST CUT'

HOW DAME FASHION ROBS
THE TAILORS.

Berlin.—A German trade expert has been at pains to estimate what the present feminine fashion of no sleeves, short skirts, &c., has cost the textile trade of the country.

It must be remembered, of course, that Frau and Fraulein have not yet yielded to "this economically devastating mode"—so the expert calls it—to the same extent as their sisters in other countries, such as say, England and France. But still, the figures are sufficiently melancholy.

Here, then, is the account which the German textile industry would like to render to Dame Fashion and Co.:—

LOSS OF MARKS.

Cloak: These contain on the average, 11½ inches less material

..... 18,000,000'

Ditto: Less lining is used 10,000,000'

Ordinary Day Dress: These have, on the average, 1 yard

3½ inches less material 50,000,000'

Ditto: Less lining is used 14,000,000'

Evening Dresses: low necks, short skirts, Short or no sleeves, less underwear 78,000,000'

Grand total of Material Wasted 170,000,000'

English Cloth Wanted.

But the textile industry not only complains of the loss of M. 170,000,000 on account of the caprice of the fair sex. It also has a grudge against mere man.

It points out that the German who wishes to look well dressed invariably buys English cloth for his suits. It is a growing habit, as the import figures show.

In December last Germany imported more than 80 tons of English suitings. By April of this year the amount was nearly three times as great!

And she auld' freen, sit' doon
and rest

Ye'r overalls lay by,
Ne'r fash ye'r held wi' weak
back ends

An' bilers rinnin' dry:
We wish ye luck—we wish ye
health

Thro' mny happy days
Where loving hearts are wait-
ing ye

On' bankfoot a bonny braes

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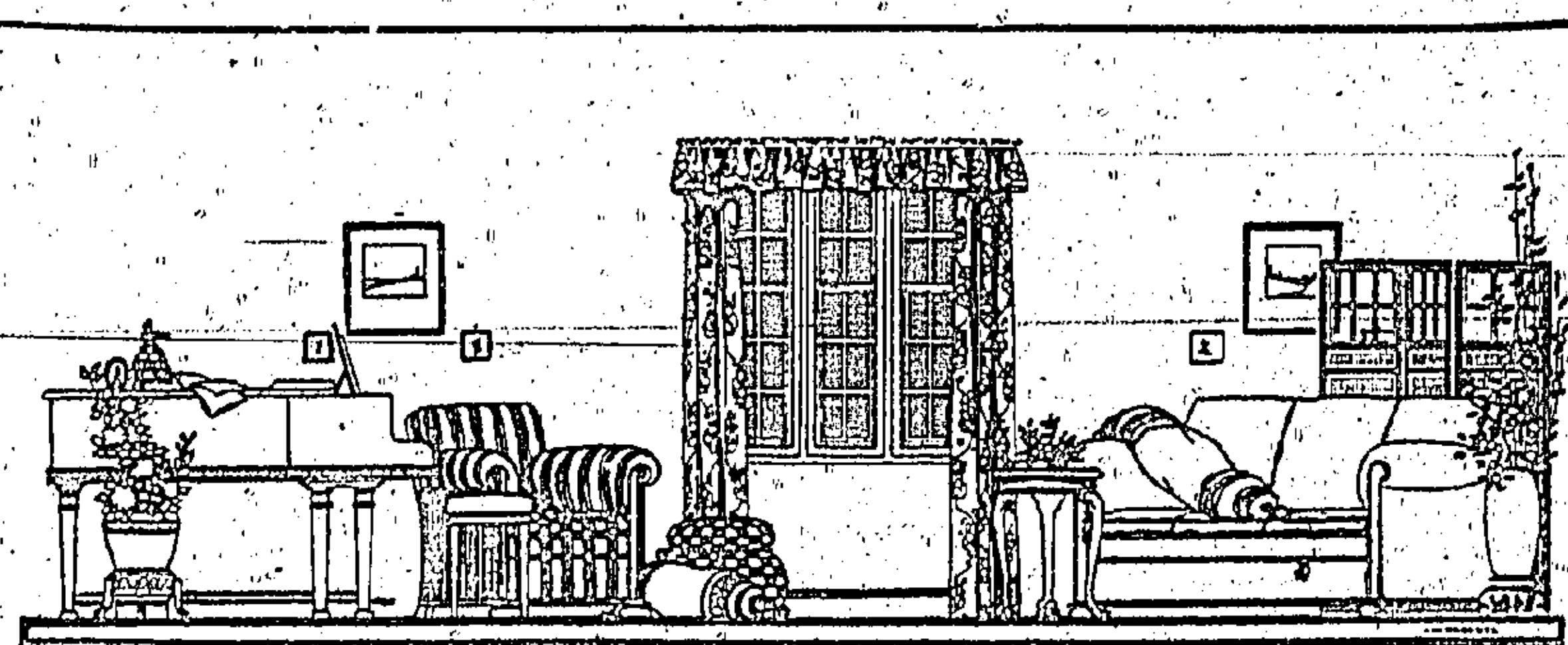
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PLAIN



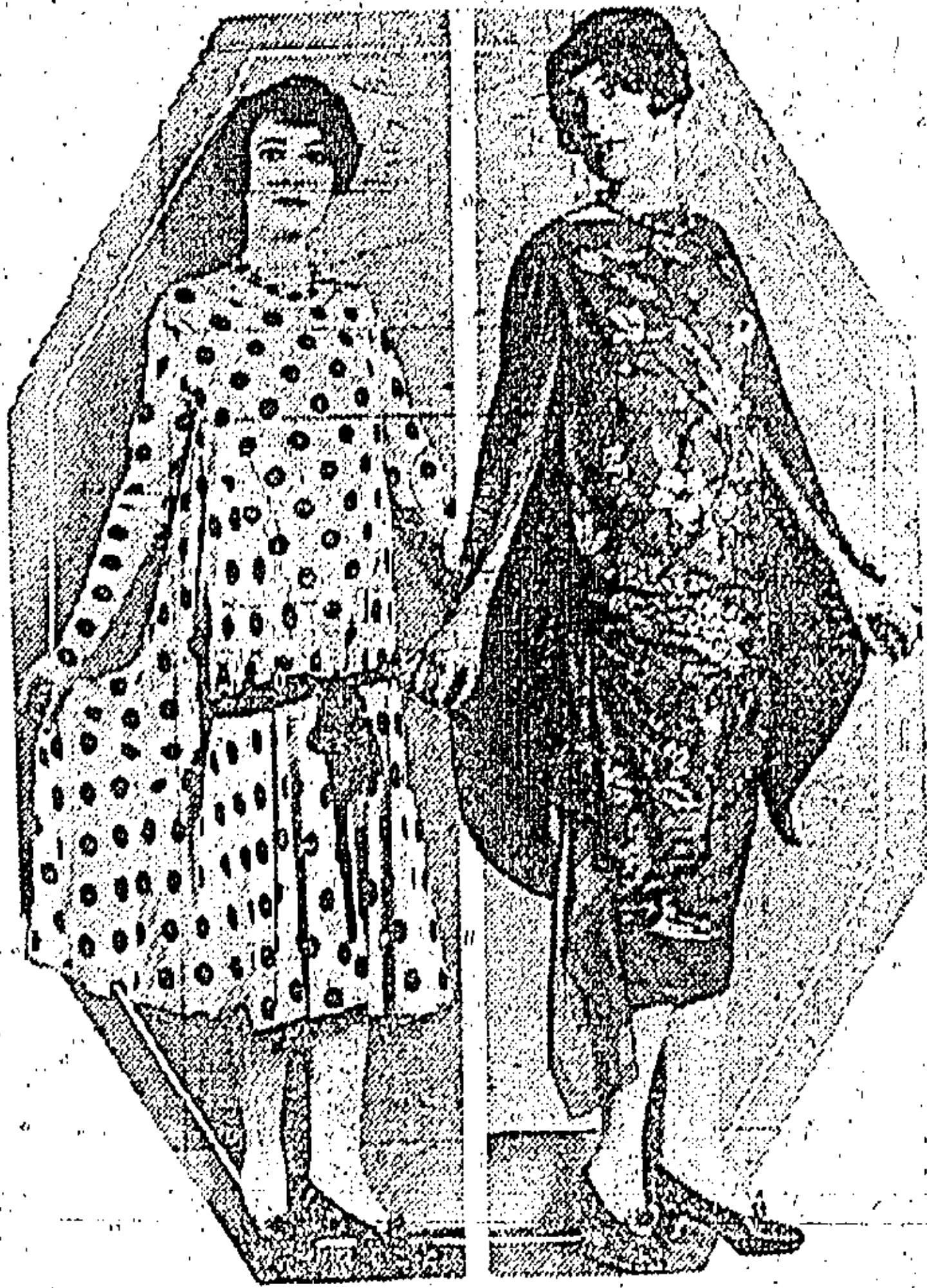
CHOCOLATE

WOMEN'S INTERESTS

PLAIN



CHOCOLATE



Two afternoon frocks that feature the new wing draperies and dispense with other trimmings.

NOTES FROM PARIS.

The lingerie frock made after the French fashion with coloured handkerchief linen or georgette and fine laces and embroidery is extremely popular now.

Some of the simplest yet at the same time the most charming of summer frocks are made of dyed lace over crepe de chine of the same colour.

Long-waisted and long-sleeved gowns, with crush girdles over the hips are delightfully picturesque models for women who like the unusual but find the bouffant robe de style a bit unsuited to their type.

Smart new pumps for evening wear are of gold metal cloth woven in paisley pattern in paisley colourings.

The heel of this season's pump is quite apt to be of a contrasting leather with the rest of the shoe.

Something new in accessories—a matching bracelet and belt, both made of gold links, connected by smaller ones. This is very smart for sport wear.

Now there are even ensemble bathing suits for the deep cold sea waves. Very few one-pieces in the bathing suit kingdom are seen this year. Two-piece dresses in silk prints, with wool jersey tights in solid colour to

SILKS FOR AUTUMN.

Introduction to several popular, priced silks for autumn includes crepe-lunette, satin lunette satinore, goddess satin, and crepe charmant. Of the new low-priced qualities a pure dye georgette will be featured, as will also a pure dye satin crepe, a weighted satin crepe, a pure dye crepe de chine, which is guaranteed washable, and a weighted canton. A new heavy pure dye canton will be offered, together with a crepe faille and a canton faille, both of which are also pure dye. An all-silk construction faille-back satin will also form part of the line. The colour range for autumn comprises seventy-four shades including many new reds, copper shades, greens, browns, blues, and greys.

harmonize with one of the print colours in the frock, are very striking.

Wide and narrow belts of gold or silver kid are used effectively on chiffon tailored frocks.

Paris appreciates the charm of delicacy, and for that reason softens hems and necklines with embroidered garlands in the most inconspicuous and lovely tints.

White organdie, pleated or embroidered, is the most popular fabric for vestees and collars at the moment.

TINTED FINGERNAILS.

Fingernails, tinted silver or gilt, are the latest fad in Paris at present. The main idea of the metallic nail effect is to harmonize with gold or silver evening gowns. At many of the Parisian night-clubs women are seen with lustrous fingernails matching their slippers or gowns. The gilt or silver in powdered form is combined with banana oil and then applied thinly upon the nails and allowed to dry. Banana oil acts as a remover of the gilt.

Of course, most women believe that too-colourful nails show a lack of refinement and we agree with them. We should never attempt to exceed Dame Nature in her colouring of lips, cheeks or fingernails. By this, one does not infer that we must not add colouring but we must add colour gently and in proportion as nature adds it.

The artificial colouring of the finger nails is an old custom. Centuries before soap was added to our necessities women reddened their nails with henna.

Women pay a great deal more attention to the care of the hands to-day than they did even a few years ago. In many ways the hand is quite as important as the face since we are often judged by the care we take of our hands. A faint pink tint adds materially to the fingernail since it makes the nail look healthy and adds to the whiteness of the hand through the colour contrast. Women who do their own manicuring usually go to a manicurist at least once a month to have the nails properly cared for by an expert. The cuticle should never be cut but should be pushed gently with an orange stick. Cutting hardens the cuticle and causes hangnails. Cold cream keeps the cuticle soft and in good condition. The fingernail should be filed and never cut except at the extreme corners where it can be trimmed with a small manicure scissors. Many women prefer the liquid nail polish to the powdered polish since it is more quickly applied and can be easily removed with a liquid remover. Whitening placed under the nail should be well removed before the manicure is complete. Well-cared for hands and nails are a boon to every woman and once having manicured the nails do not keep admiring or shaping them in public.

NEW WAYS WITH PEARLS.

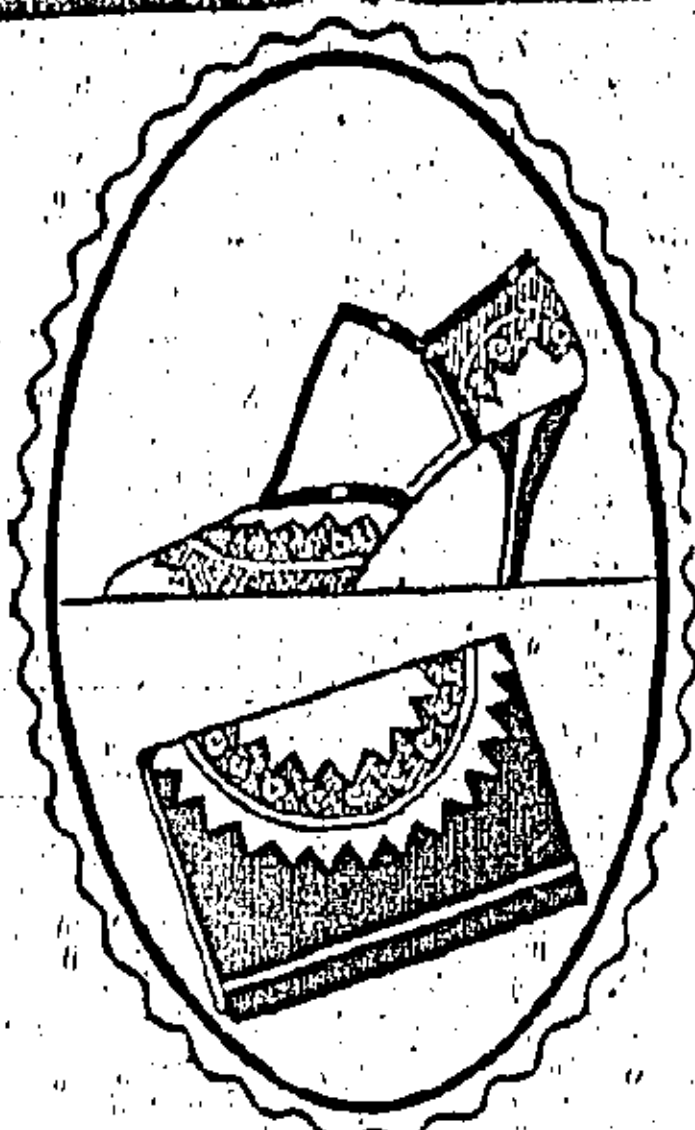
If we can't think of a new jewel—and nothing, apparently, is likely to rival pearls in our affection—at least we have thought a lot of new ways of wearing them.

Firstly, they are smaller; the artificial ones, of course. (The real ones within reach of most of us don't tend to be vulgarly large.) But, on the other hand, we wear more of them. Instead of one short huge row, we see several rows of different sizes, even in the daytime.

Pale pink pearls are to have another season of popularity, it is said. A double string of these, quite small, and worn close to the throat, has been found to be mysteriously becoming, and everyone wants to experiment with this idea.

If you have a very long string, which tends to dangle and get in your way, try putting the double string round your throat and drawing one end through the loop of the other.

Rare pieces of beautifully embroidered Chinese silks are often utilised as centre pieces, with a surround of velvet to tone, finished off with tinsel braid and gold cords. Appliqued strips of shining metallic cloth are arranged in a geometrical pattern on a sombre background with striking effect. Although these cushions often look so intricate in design, the art in making them is more one of tasteful and careful planning and combining materials, and making them is quite an easy and interesting occupation.



Lace straw in natural colour and green lizard calf compose this charming shoe and bag combination.

OF INTEREST.

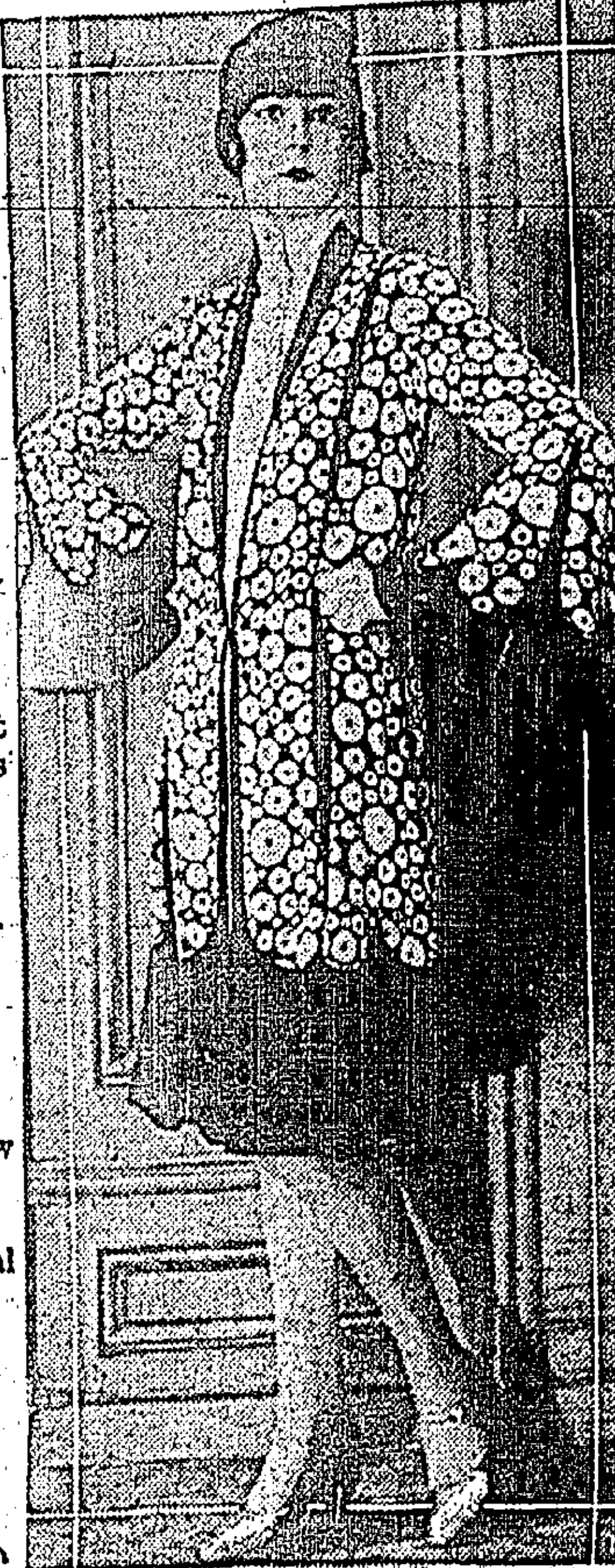
Nail polish on fair fingertips to match the costume is the latest brain child of gay Paris. No longer does the nail that glistens with a ruby, cerise, scarlet, or crimson glow satisfy the fashion mongers. The nail must be blue if the gown is blue, green to match green gowns, orange for orange ones, and so on.

SHOES AND HOSIERY.

Evening shoes are generally in gold or silver—the beige satin ones we saw everywhere have suddenly disappeared. Stockings are still pale flesh colour; in the daytime, they are either a neutral beige, or, to wear with darker clothes, a sunburn shade, but there is no fixed rule—except that they must be light in colour. Otherwise, they tone with one's clothes. Dark stockings are simply not seen at all, except for mourning. (It's marvellous how faithful we have been to these light shades.) Open clocks, by the way, are the thing nowadays, and do, please, have your stockings the same all the way up! With short skirts, that dividing line, where recklessness ends and economy begins, is really fatal to smartness. If you can't afford silk, chiffon hosiery (or "nainsook," as Paris calls it) is much cheaper, and looks very well indeed. And most important of all, do see that the back seam of your stocking is exactly in line with the back seam of your shoe.



Here is a 100 per cent French frock, the sort that has given Paris the sartorial leadership of the world. The ingredients are blue crepe, and a blue and white foulard, plain blue crepe, and a white silk vest but the result is perfection. The sleeves are the new exaggerated bell-shape that threatens the popularity of the long, close-fitting type. And notice how well the small velvet hat fits into the general architectural scheme.



FRENCH CUSHIONS.

The newest cushions for the drawing room are miracles of luxurious softness, and, if they are up-to-date, must be large.

Square, round, oblong, or bolster shaped, frilled and ruched and adorned with gold lace and tinsel ribbon, these cushions are wonderfully decorative to any room. Sometimes even tiny flowers are used in their make-up, and they nearly all possess huge tassels.

Rare pieces of beautifully embroidered Chinese silks are often utilised as centre pieces, with a surround of velvet to tone, finished off with tinsel braid and gold cords.

Appliqued strips of shining metallic cloth are arranged in a geometrical pattern on a sombre background with striking effect.

Although these cushions often look so intricate in design, the art in making them is more one of tasteful and careful planning and combining materials, and making them is quite an easy and interesting occupation.

A convenient size for one of the fashionable pillow shaped cushions is 33 inches by 22 inches, and 2 lbs. of ordinary cotton filling is quite sufficient to make it soft and collapsible, and not too compact.

Dark Wedgewood blue velvet with a strip of gold metallic cloth running diagonally from one corner to the other is effective. The join can then be covered with tinsel ribbon, and the edges finished off with gold cord, and two big tassels placed at diagonal points. A very effective circular cushion seen the other day was of ruby velvet with scalloped silver metal lace sewn round close to the edge. The centre-piece was then embroidered in bright blue, rose and green silks and a little gold thread.

Another very attractive design for a circular cushion is to use turquoise taffeta and gold lace. The strips of taffeta are ruched on to the lace, which is arranged in alternate rows, and finally gathered to a gold centrepiece of lace about six inches in diameter. This cushion was finished off with tiny pink rosebuds.



Femininity in bathing suits. Right, grey silk crepe with sea-blue scarf and sash; left, green satin with straight chemise over-costume and full bloomers.

COMPLEXION HINTS.

The woman who is really anxious to preserve the freshness of her complexion should always carry two powder puffs when on a day's shopping, travelling or motor-ing. One of these puffs should be well rubbed in toilet oatmeal and the other in the powder generally used.

Before applying the usual powder she should rub her face over with the oatmeal puff to remove the "shine" and any dust which may have settled on the face. Oatmeal softens and whitens the skin and is a good cleanser, removing grime almost as well as an ordinary cleansing cream. After cleansing the face with the oatmeal the ordinary powder puff is dusted over the face, which not only looks, but feels, delightfully fresh and clean.

To apply powder to a shiny, grimy face makes the skin coarse and encourages open pores and blackheads.

To whiten a sallow or discoloured skin take a gill of sour milk and add to it, a drop at a time, ten drops of simple tincture of benzoin. Beat together and put into a little jar. After cleansing the face at night massage a little of the milk into the skin. The addition of the benzoin gives a slight perfume to the milk and entirely obliterates the unpleasant odour of the sour milk. This is both a bleach and an astringent and is most beneficial in the case of dull and sallow skins. It should be used regularly every night for six weeks at least to effect a real improvement.

HATS AT ASCOT.

The large hats that were worn at Ascot were in line very much like the large hats of previous summers. Crinoline and Manila straw were great favourites. Velvet in bands and flat bows and taffeta in very large up-standing bows were much used as trimming.

When lace was employed it fell from beneath the brim, shading the eyes, or formed one of the large bows that was placed high on the crown.

Sequins found their way on to the smart hat. A beautiful model of green and cocoa brown straw and velvet was trimmed at the side with two sprays of green and brown sequins.

Very large flowers were much in evidence. A white straw hat, designed to accompany a white chiffon and taffeta frock, was trimmed at one side with a big white-silk peony.

A true lover's knot worked in silver or copper thread on the wide ribbon trimmed a picture hat.

THIS WEEK'S RECIPE.

BAKED PEACHES.

Four fine large peaches, 4 teaspoons sugar, 4 teaspoons butter, orange juice, 1 teaspoon cinnamon, 8 rounds of sponge cake, whipped cream.

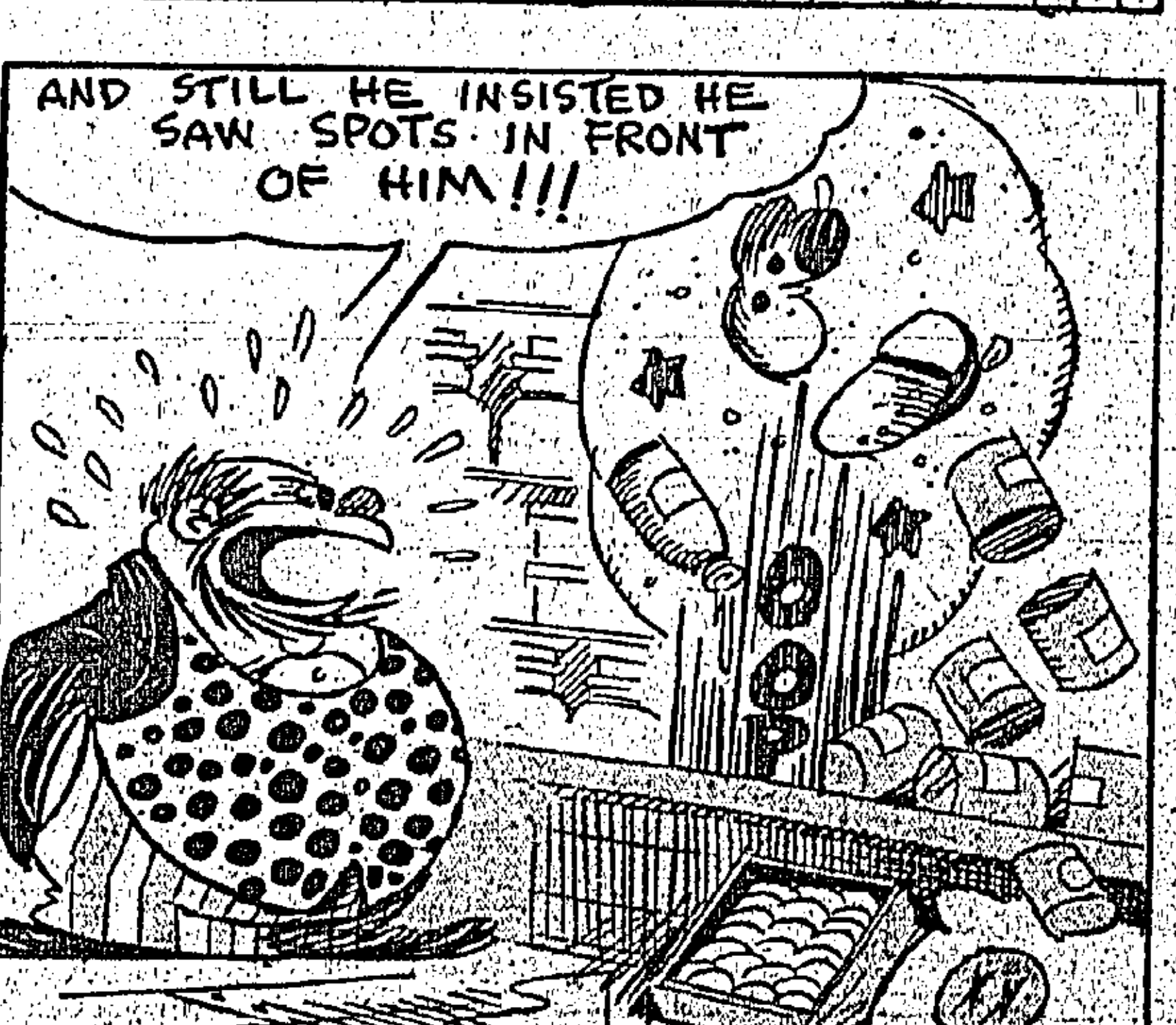
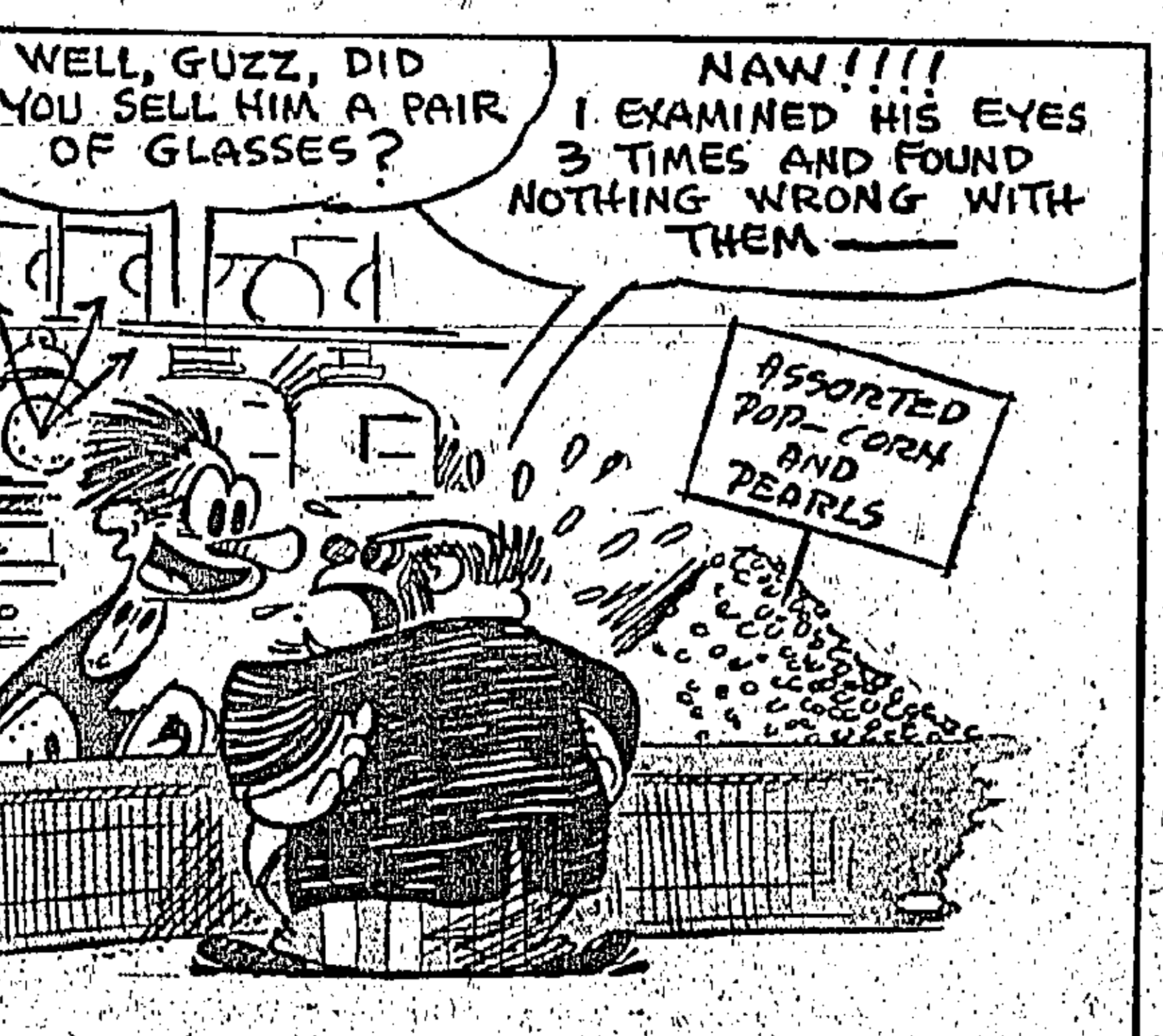
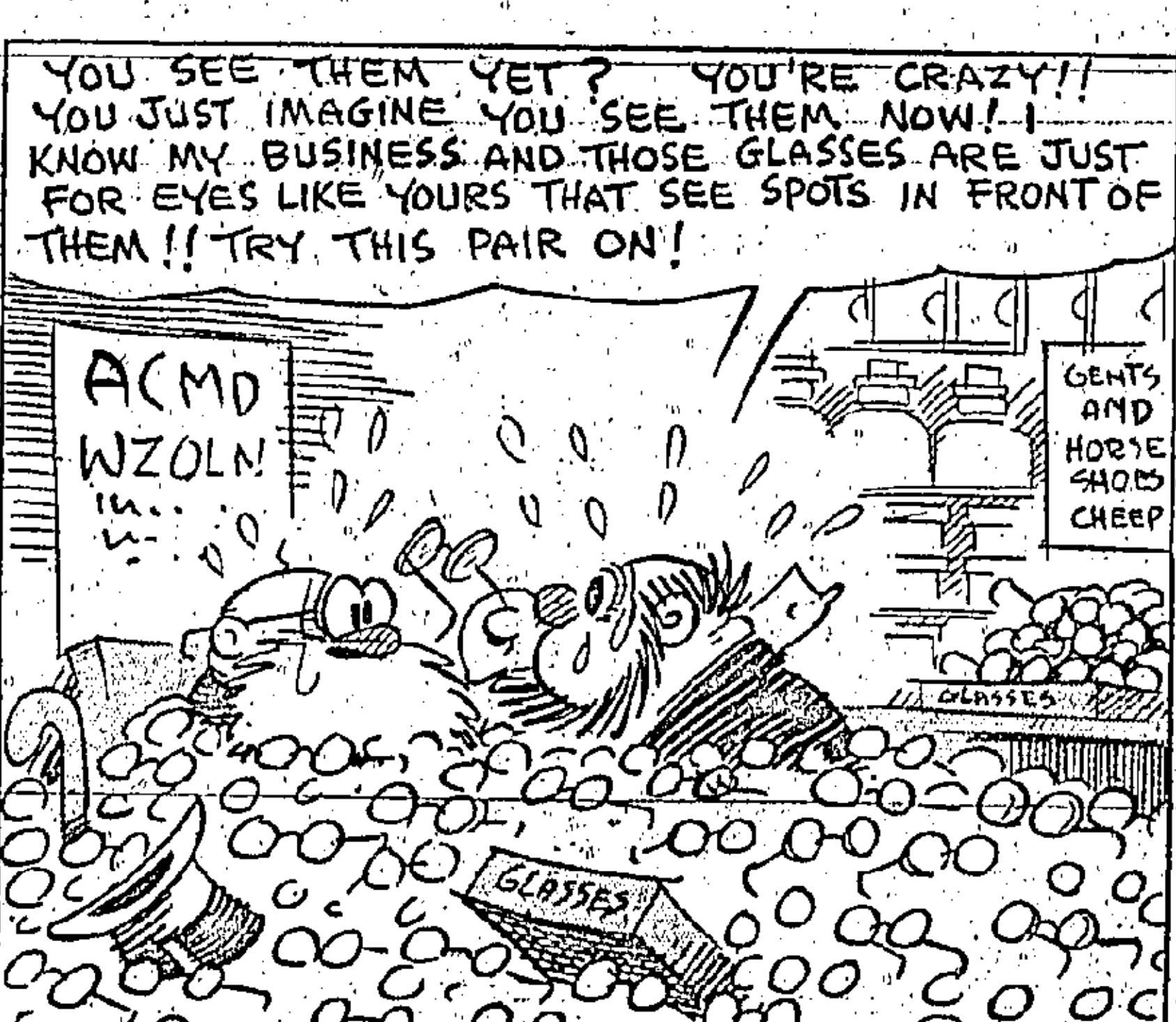
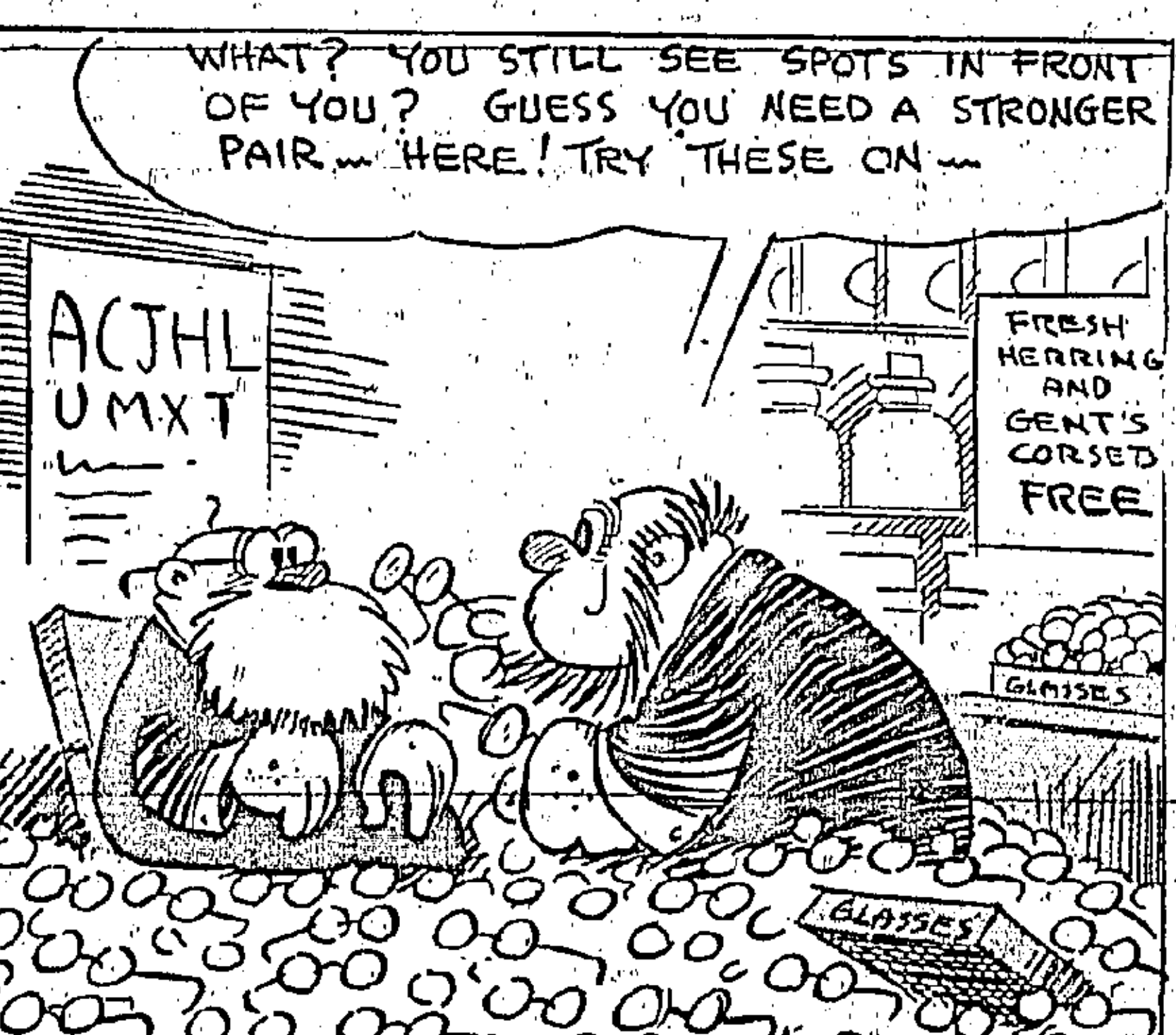
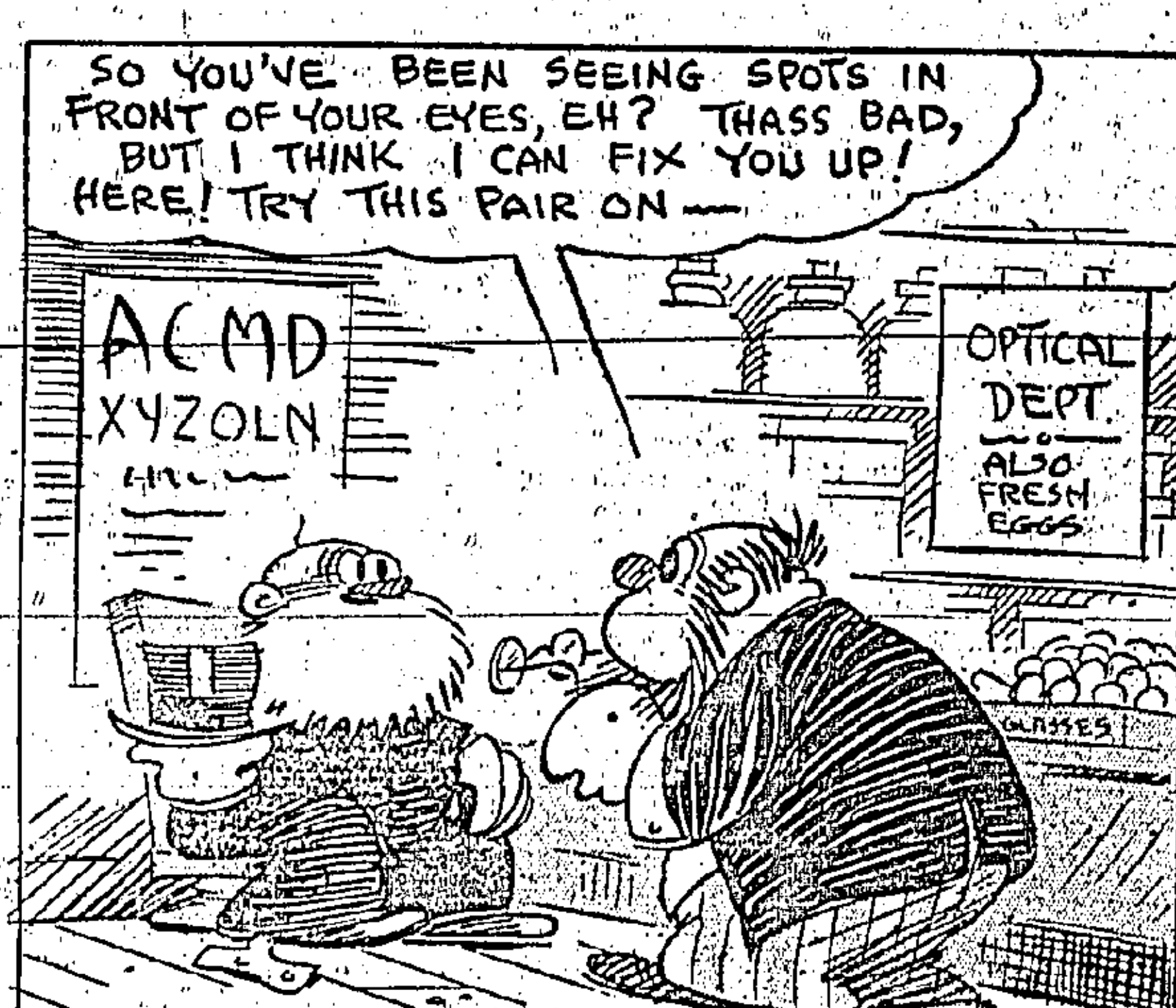
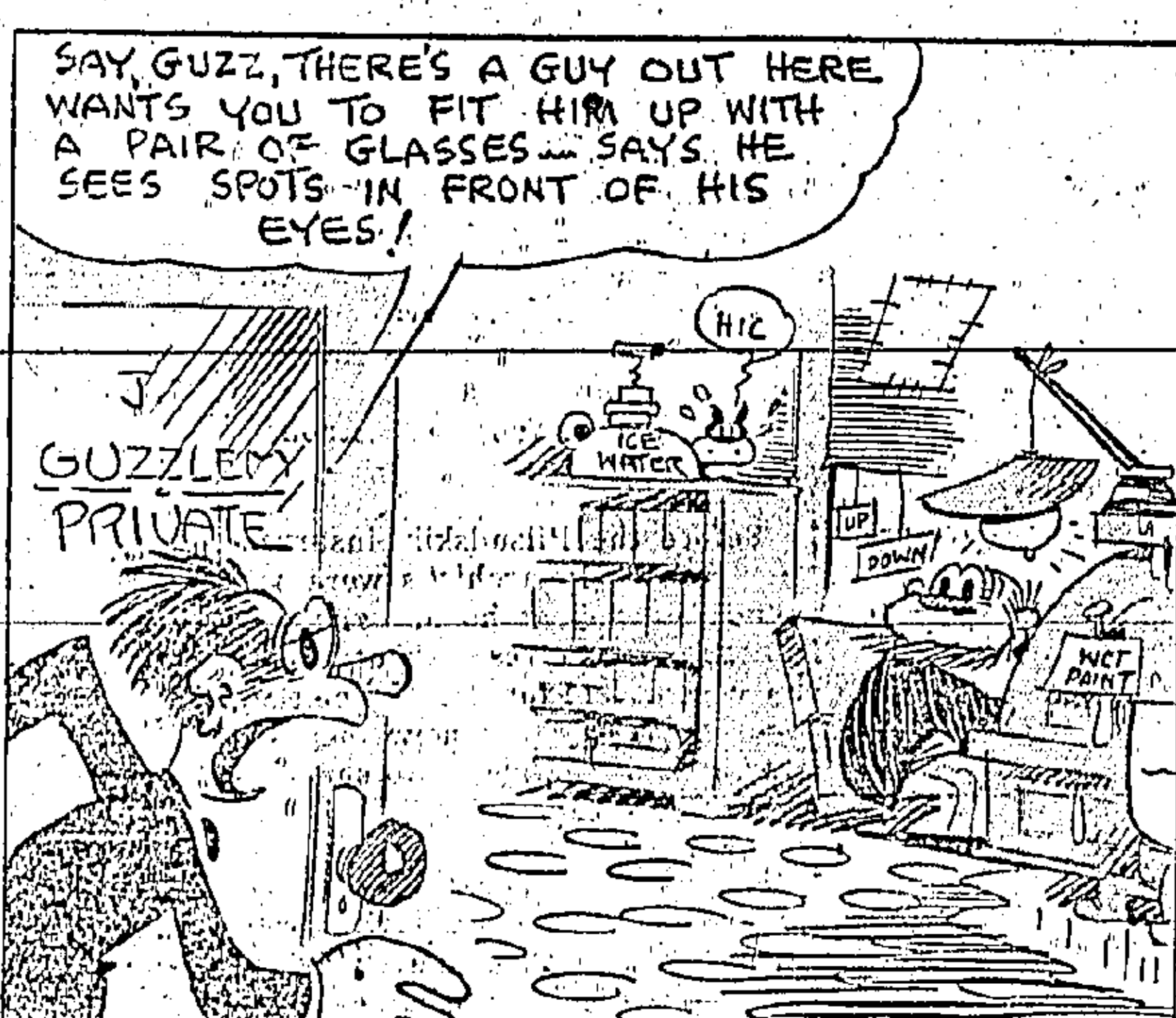
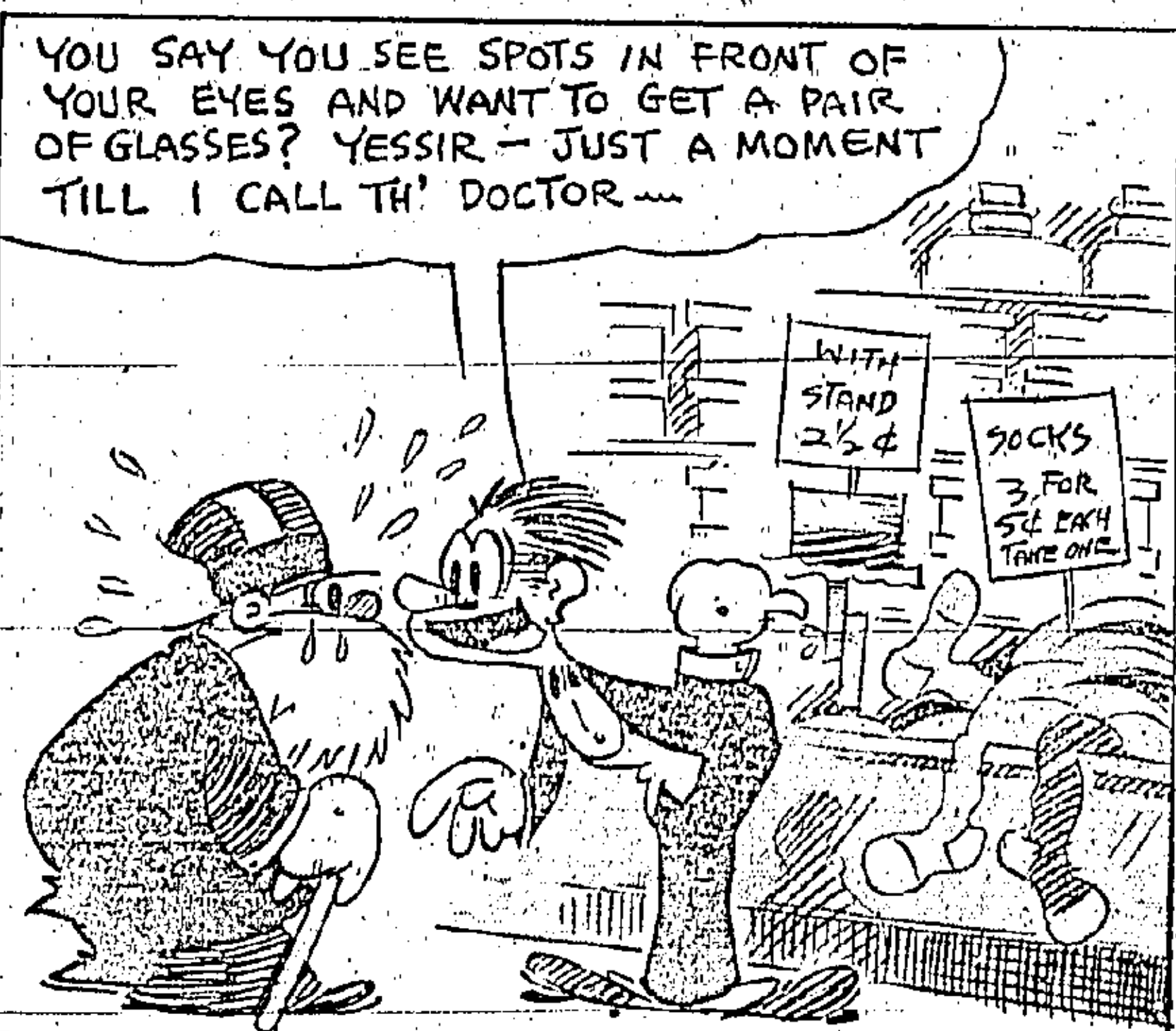
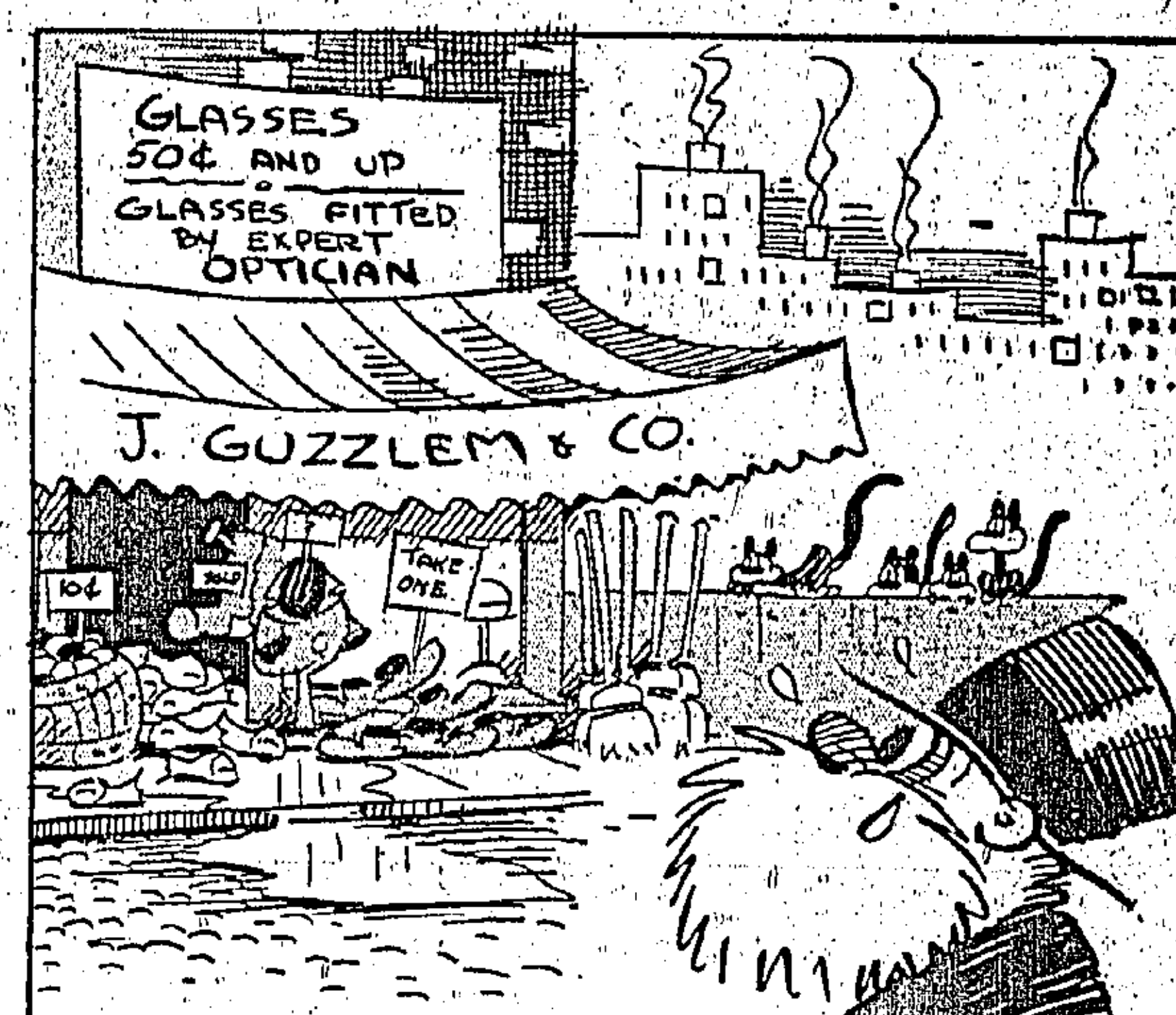
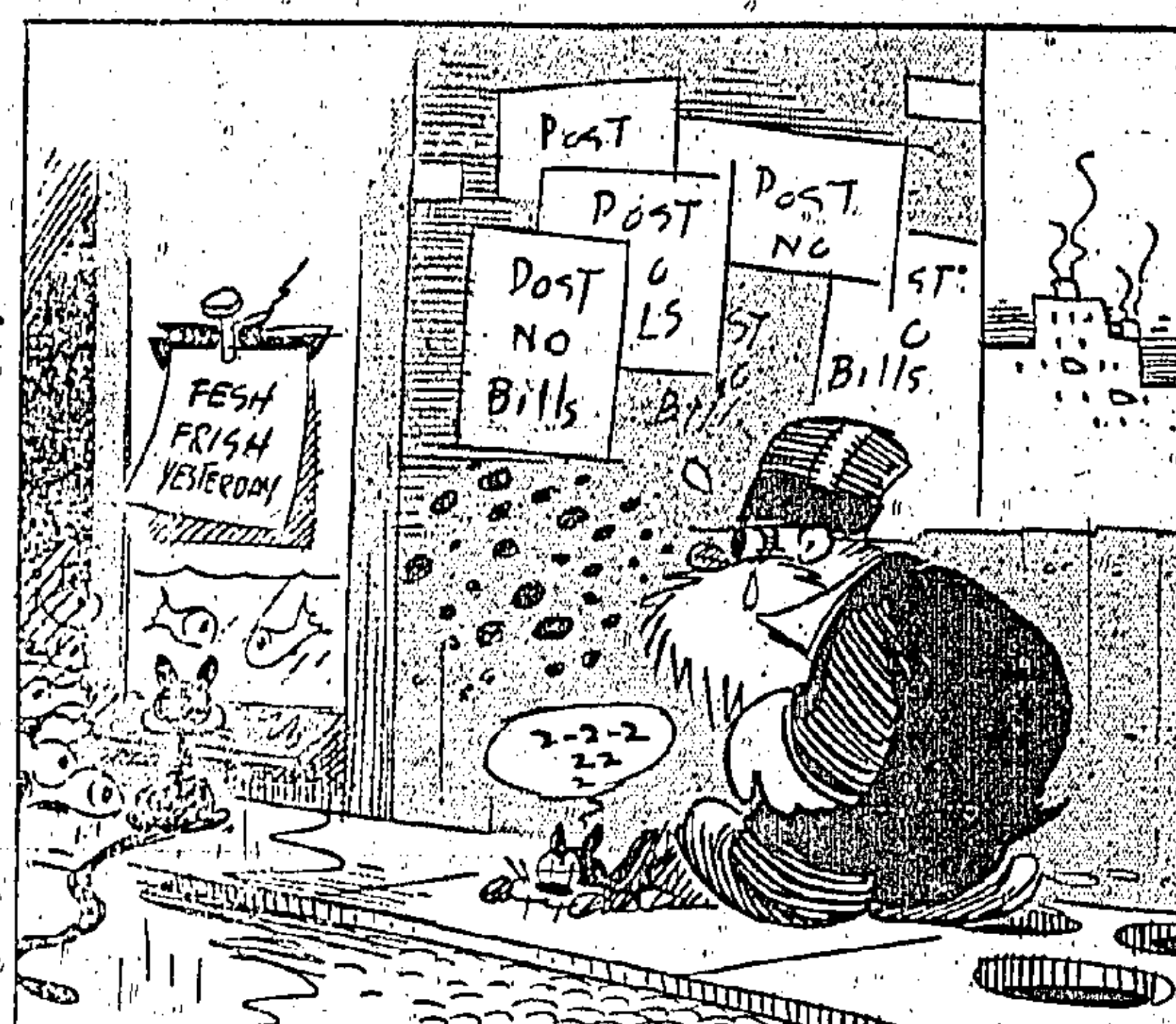
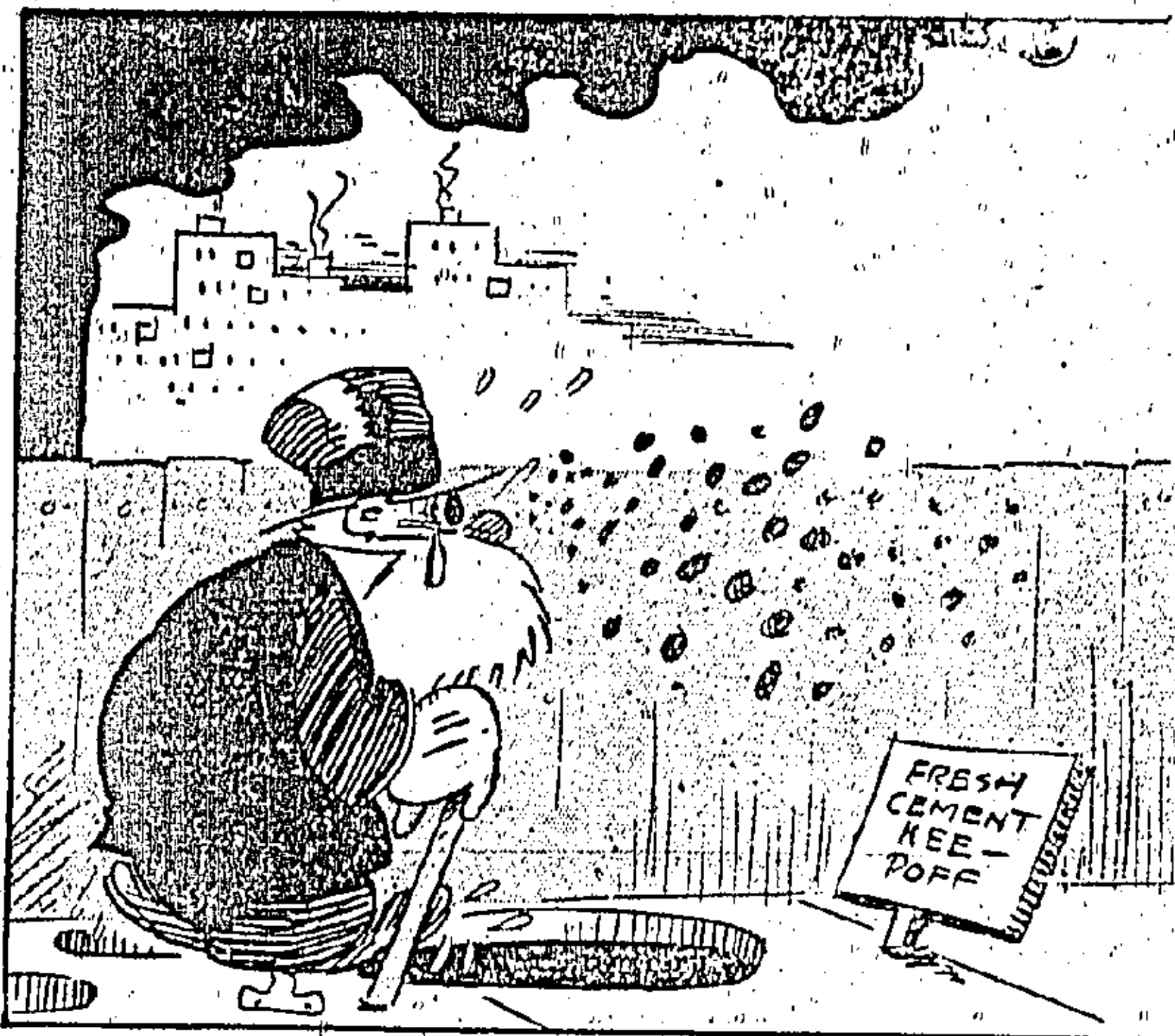
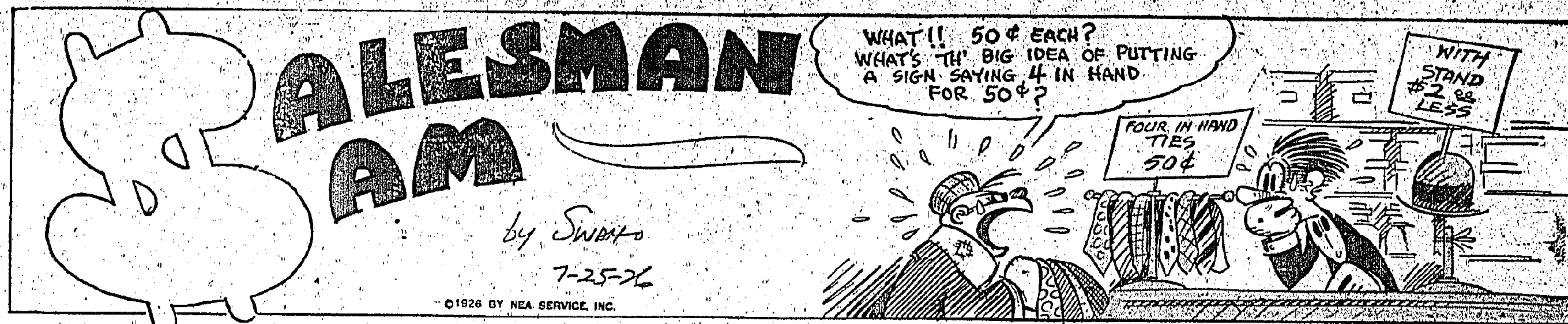
Pare peaches and cut in halves. Remove stones. Arrange in a shallow baking dish and fill each cavity with 1/2 teaspoon sugar, 1/2 teaspoon butter, 1/2 teaspoon cinnamon and 1 teaspoon orange juice. Bake 20 minutes in a moderate oven. Place on sponge cake with any juice in the pan and serve when cool masked with whipped cream.



A smart hat showing that the wide brim is still holding its own in the millinery world.



The women of Ipswich in 1790 signed an agreement to wear no more foreign made lace, thereby booming Massachusetts infant industry. Signing of the celebrated pact was re-enacted this year in a pageant at the Massachusetts Lace Exposition and Fashion Show.



THE WORLD OF SPORT

COUNTY CRICKET.

FOUR CENTURIES IN ONE MATCH.

London, Aug. 13.
Playing at home at Leeds, Yorkshire won on the first innings against Northamptonshire. The scores were:—

Northants, 162 and 6 for no wickets.
Yorkshire, 177.

The only feature of this match, which must have been interfered with by rain, was the bowling analysis—secured by Macaulay, he taking six of the Northants' wickets for 26 runs.

SURREY GAINS A POINT.

BOWLERS BEAT THE BATSMEN.

Playing at Weston-super-Mare, Surrey won on the first innings against Somerset. The scores were:—

Surrey, 192 and 191.
Somerset, 103 and 80 for five wickets.

Sandham was the only Surrey batsman to make a stand, he contributing 59 in the second innings. White, the Somerset bowler, took six wickets for 60 runs in the first innings and four for 61 runs in the second.

Bowling for Surrey, Peach took six wickets for 35 runs and Fender four for 39 runs.

RUSSELL'S CENTURY.

ESSEX GAINS POINT FROM DERBY.

Playing at home at Leyton, Essex gained a first innings' point from Derbyshire. The scores were:—

Essex, 231 and 91 for two wickets (declared).
Derby, 155, and 67 for one wicket.

In Essex's first innings, Russell scored 102 (not out) and O'Connor 66. Morton took five wickets for 94 runs. In Essex's second venture, O'Connor made 51 (not out). Storer was the highest scorer for Derby, making 62.

FOUR CENTURIES.

BIG SCORING MATCH.

The feature of the match played at Bournemouth, in which Hampshire won on the first innings against Middlesex, was that four individual centuries were made. The scores were:—

Hants, 416, and 188 for nine wickets.
Middlesex, 257.

In Hampshire's first knock, Mead scored 117 and Day 103. Haig took five wickets for 115. In the second innings, Brown scored 103 (not out). For Middlesex, Hendren was in scoring mood, making 104. Cruteley was second highest with 56.

STAPLES' 11 WICKETS.

NOTTS BEAT GLOUCESTER.

Notts beat Gloucester by 224 runs.

Notts scored 155 (Geo Gunn 67, not out) Parker taking 8 for 73, and 299 for 6, declared (Geo Gunn 68, Walker 105). Gloucester compiled 123, Staples taking 7 for 38, and 102, Staples taking 4 for 39.—*Router.*

SUSSEX LOSE POINT.

FAILURE AGAINST LEICESTER.

Playing away at Hastings, against Sussex, Leicester won on the first innings. The scores were:—

Leicester, 287 and 220 for five wickets (declared).
Sussex, 221 and 116 for three wickets.

Dawson was in good form for Leicester, making 84 in the first innings and 103 in the second. Astill with 73 in the first innings and Armstrong with 76 in the second were also useful contributors. Brown took five wickets for 72 runs.

For Sussex, Cox was highest scorer in the first innings with 70 and Duleep Singh was highest in the second with 73 (not out).

LANCASHIRE'S EASY WIN.

INNINGS VICTORY OVER WORCESTER.

Playing at Worcester, Lancashire defeated Worcestershire by an innings and 96 runs. The scores were:—

Worcester, 232 and 111.
Lancashire, 439 for eight wickets (declared).

For the home side Bowles was the highest scorer with 52. Iddon took four wickets for 27 runs in the second innings.

For Lancashire, Makepeace made 144, Taylor 81 (not out) and Iddon 80.

LOCAL BASEBALL.

INTERESTING GAME TO-MORROW.

Baseball fans will muster full strength at the Happy Valley Diamond to-morrow afternoon, when a match will be played between 'All-Hongkong' (the side selected to meet the All-Filipino side) and the team of the U.S.S. Helena.

The match is scheduled to start at 2.30 p.m.

OLDEST CRICKETER.

PLAYED BEFORE "W. G." WAS BORN.

Canon Charles Theobald of Chichester, who celebrated his 95th birthday recently, is England's oldest county cricketer. He is also possibly the last link with the great Alfred Mynn, Fuller Pilch, Wisden, Wilshire and Catlyn, all giants of the game in the early '40's.

He was playing in public school cricket before Grace was born; in the year of Grace's birth, 1848, he played at Lord's for Winchester against Eton and Harrow. Later he was in the Hampshire team playing the All-England XI, when he made the famous catch which still remains one of the wonders of English cricket and laid low the brilliant George Parr.

The crowd was swarming over the line, and Theobald was forced to run round them. He had ten yards to go behind them, but he managed it, and caught the ball two feet from the ground.

He felt the bruise on his hand for more than a year.

Theobald would certainly have been found a place in the 'Varsity eleven at Oxford had he been able to afford membership of the Magdalen Club. He played however, for Trinity College against the University team, and to-day he is believed to be the oldest member of the college. When he reached his 90th birthday he celebrated the event by attending on the opening day of the University match at Lord's.

He is now engaged upon a translation of the Vulgate.

HELEN WILLS BEATEN.

LOSES TO MRS. MALLORY.

New York, August 13.
Playing in the semi-final of the New York State championship, Mrs. Mallory beat Miss Helen Wills, by 6/8, 6/4, 6/2.—*Router's American Service.*

"SIXTH SENSE" OF PLANTS.

SIR J. C. BOSE'S LATEST EXPERIMENTS.

Under the auspices of the British-Indian Union, and following an At Home given by the Dowager Lady Boyle, Sir Jagadis Bose spoke at the Royal Society of Arts on "The Unvoiced Life." Sir Alfred Mond presided.

Sir Jagadis Bose said that man's pretension as a highly sensitive being received a shock when certain plants were found to be a great deal more sensitive than the lord of creation.

It must, however, be admitted that the plant was practically deaf, for it was little affected by sound. The case was quite different in regard to light, for plants detected minute changes in the intensity of light unnoticed by the human eye. Still more wonderful was the wide range of its perception of different octaves of visible and invisible light.

Of the multitudinous ether waves, the human retina responded to a single octave, lying between red and violet. The plant not only responded to the ultra-violet but also to the invisible wireless waves at the opposite end of the spectrum.

The Sixth Sense.

It was not unlikely that the plant possessed a quite unsuspected "sixth sense," for some of his records with plants showed a characteristic modification, due to the presence of certain individuals, which persisted even after exclusion of the factor of radiation from the human body.

A good deal of further investigation was necessary for the solution of this very obscure problem. The deceptiveness of external appearances was illustrated by reference to the famous "praying palm," which prostrated itself every evening as the temple bells called people to prayer at Faridpore.

The tree appeared, when erect in the morning like a living giant, twice the height of a man. Towards evening it leant forward, bowed down its head, and pressed the ground with its crown of leaves in an attitude of devotion. Investigation showed, however, that there was no special sanctity attached to this performance, for all trees and their branches and leaves moved up and down in the course of the day unnoticed.

Never at Rest.

The tree was never at rest; it was in a state of constant movement in definite response to stimulus from outside.

In the plant, drooping and withering occurred long after death. How, then, did the plant give its last answer? In man, at the moment of expiry, a spasm passed through the whole body, and similarly in the plant a great contractile spasm occurred accompanied by an electric spasm.

In the script of the lecturer's death-recorder the line that up to this time was being drawn became suddenly reversed and then ended. This was the last answer of the plant.

There must be companions, silently growing beside our door, had told us the tale of their life tremulousness and their death-spasm by a script that we could understand. The barriers which separated kindred phenomenon were now thrown down, and plant and animal were found to be a multiple unity in a single ocean of being. Our sense of wonder was quickened, not lessened, when we realised a kinship with all that lived.

Cairo, July 12.—It is understood that the Budget Commission will propose in Parliament the granting of a credit of £20,000 to carry on the works which are now in progress for the construction of a dam at Jebel Aulia, on the White Nile, but will withhold the £2,000,000 which has been asked for until the project of raising the Assuan dam has been examined. If this is found to be feasible the Jebel Aulia scheme will be abandoned.

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WILL BE

CLOSED

ON

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AND

MONDAY

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POLISH MONARCHISTS.

A VAIN HUNT FOR A PRETENDER.

Warsaw.—"A crown, a crown, who wants a crown?" seems to be the cry of Polish Monarchists. Since Pilsudski's "revolution" they are evidently finding it more difficult than ever to find a "pretendant" for the Polish throne. The possible candidates who have been approached recently by Polish Monarchists do not seem to consider the Polish "throne" sufficiently probable to waste their time on it. And a Monarchist movement without a pretender is like a game of football without a goal.

Before the Pilsudski insurrection Polish Monarchists were satisfied to stay at home and talk among themselves about a possible candidate for the throne they plan to create, but now they are taking more active measures to find such a candidate.

Recently a delegation of Monarchists undertook a pilgrimage to Rome. They had evidently heard that there are many princes without a throne in the Eternal City.

First, they offered the Polish throne to Prince Sixtus of Bourbon, who has lived peacefully in Rome for some years, but the Prince gently but firmly refused to have anything to do with the Polish monarchy. He leads a comfortable life in Rome and feels no inclination to give it up for unpeaceful days in Warsaw.

The Polish Monarchists were deeply hurt by this refusal. It occurred to them that the Pope might intervene on their behalf and point out to the Prince that it is his duty as a Prince to maintain the solidarity of his kind by accepting the Poles' suggestion. But Pius XI refused to help the Poles, saying that he would do nothing to "encourage bloodshed and revolution in Poland."

So the Polish Monarchists again had a long talk and finally decided to put their proposition before Prince Christoph of Greece, who lives very pleasantly in Rome with his American wife. His refusal was less gracious than the Prince of Bourbon's. Prince Christoph told the Polish Monarchists that he would rather be a Grand-seigneur at Mussolini's "Court" than a candidate for the throne in Warsaw. "And besides," he added much to their chagrin, "I don't think a crown would fit my skull very well in any case."

This was too much for the Poles. Monarchists cannot bear not to be taken seriously, even though the throne they have to offer is as theoretical as is the Polish one and at first they felt like returning to Warsaw without making any further attempts.

But some of them were not so easily discouraged. They tried to forget the treatment they received from Prince Christoph of Greece and went to see Prince Francis Xavier of Bourbon, the brother of Sixtus. But Francis Xavier was just as unapproachable as his brother, though equally polite.

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Every description of Banking and Exchange business transacted.
Interest allowed on Current Accounts to 2 per cent per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
C. L. C. GANDES, Manager.

6, Queen's Road, Central, Hongkong, April 17th, 1928.

The Polish Monarchists began to feel uncomfortable in Rome. Finally they found a candidate who was receptive to their offer, but in his case fate seems against them. Prince Nicolaus of Rumania, it seems, would love to be a pretender to a throne, but since the abdication of his cousin, Carol, Nicolaus is the only grown-up Prince in Rumania, and he must keep himself uninvolved with other thrones, in case something should happen to little Michel.

Utterly discouraged, the Monarchists returned to Warsaw. They are now thinking a great deal about an English Prince as a possible pretender to head their movement. The Duke of York, whom they have considered for months, is apparently not at all interested; so they are now wondering whether the Duke of Connaught might come to them. But they are not very hopeful. They are beginning to feel that the demand for the Polish throne is not very great among the princelings of Europe.

One of their opponents, a humorous Socialist, has suggested that they compose a questionnaire concerning the commodity which they have to offer, reading something like this:

Do you want a throne?
Are you a Prince of royal blood?
Do you speak Polish, or is your ability to learn languages such that you could learn ours quickly?
What salary would you ask?
What guarantees of your personal safety would you demand?
Or, would you be willing to be shot for the sake of our country?

Their opponent suggests that the Polish Monarchists send this questionnaire to all the Princes in Europe. This might save them the trouble and expense of useless journeys to Rome and other capitals of Europe.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital £100,000,000
Issued and Fully Paid-up £20,000,000
Reserve Fund £20,000,000
Sterling £4,500,000
Silver £27,000,000
Reserve Liability of Proprietors £20,000,000

HEAD OFFICE: HONGKONG.
COURT OF DIRECTORS:—
Hon. Mr. D. G. M. Bernard, Chairman.
Hon. Mr. A. G. Lane, Deputy Chairman.
W. H. Bell, Esq., J. A. Flummer, Esq., A. H. Compton, Esq., T. G. West, Esq., W. L. Patterson, Esq., H. F. White, Esq., G. M. Young, Esq., Chief Manager.

BRANCHES:—
AMOI, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CEBU, COLON, HANKOW, HONGKONG, KANSAI, KOBAY, KUALA LUMPUR, LONDON, LYONS, MALACCA, MANILA, NAGASAKI, NEW YORK, PENANG, RANGOON, SAIGON, SAN FRANCISCO, SHANGHAI, SINGAPORE, SOERABAYA, SUEZ, TIENTSIN, TOKYO, TSINGTAO, YOKOHAMA.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 17th May, 1928.

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
A. H. BARLOW, Chief Manager.

THE BANK OF CANTON LTD.

HEAD OFFICE: HONGKONG.
Established 1912.

Authorized Capital £1,200,000
Paid Up Capital £1,082,825
Silver Reserve Fund £700,000

BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
Correspondents in all principal cities of the world.
LONDON BANKERS:—
The Lloyds Bank Limited.
Every description of Banking business transacted.
Safe Deposit Boxes in various sizes to let from £5.00 to £40.00 yearly.
LOOK POON SHAN, Chief Manager.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)
BANK.
Established 1824.
Hongkong Branch established 1900.

Authorized Capital Guilder 150,000,000
Paid-up Capital Guilder 12,500,000
Reserve Fund Guilder 21,117,540
Special Reserve Guilder 2,178,779
Total 155,800,000

HEAD OFFICE: AMSTERDAM.
Eastern HEAD OFFICE: BATAVIA.

BRANCHES:—Batavia, Bandoeng, Bencoolen, Calcutta, Canton, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Soerabaya, Sumatra, Tientsin, Yokohama.
London Bankers:—National Provincial Bank, Ltd.
Correspondents all over the world.
BANKING BUSINESS OF EVERY DESCRIPTION.
J. C. MAASEN, Acting Manager.

THE BANK OF EAST ASIA LIMITED.

6, Queen's Road, Central, Hongkong.
HEAD OFFICE: HONGKONG.

10, Des Voeux Road, Central, Hongkong.
Authorized Capital £10,000,000
Paid-up Capital £5,000,000
Reserve Fund (1926) £3,200,000

BRANCHES AND AGENCIES:—
Batavia, Bencoolen, Calcutta, Canton, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Soerabaya, Sumatra, Tientsin, Yokohama.
Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES to let.
KAN TONG PO, Chief Manager.

THE YOKOHAMA SPECIE BANK LTD.

(Established 1880.)
Capital (fully paid up) £10,000,000
Reserve Fund £5,000,000

HEAD OFFICE: YOKOHAMA.
Branches and Agencies in:
Batavia, Bencoolen, Calcutta, Canton, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Soerabaya, Sumatra, Tientsin, Yokohama.

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
C. ARIMA, Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1811.
HEAD OFFICE: LONDON.
Paid-Up Capital £2,000,000
Reserve Fund £2,000,000
Reserve Liability of Proprietors £2,000,000

AGENCIES AND BRANCHES:
ALOR STAR, AMSTERS, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CEBU, COLON, HANKOW, HONGKONG, KANSAI, KOBAY, KUALA LUMPUR, LONDON, LYONS, MALACCA, MANILA, NAGASAKI, NEW YORK, PENANG, RANGOON, SAIGON, SEMERANG, SHANGHAI, SINGAPORE, SOERABAYA, TAIPEI, TIENTSIN, TOKYO, TSINGTAO, YOKOHAMA.

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Manager.

Hongkong, 1st August, 1928.

INTERNATIONAL BANKING CORPORATION.

(Owned by the National City Bank of New York.)
Capital, Surplus and Undivided Profits U. S. \$14,000,000

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 85, Bishopsgate, E.C. 2.
BRANCHES:—
Hongkong, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Soerabaya, Sumatra, Tientsin, Yokohama.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cash Transfers bought and sold. Current Accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.
We are also able to offer our Customers the services of branches of the National City Bank of New York in the principal cities of South America and in the West Indies.
G. HOGG, Manager.

行銀商工法中

BANQUE FRANCO-CHINOISE

pour le Commerce et l'Industrie.
(Incorporated in France.)
6, Charter Road, Victoria, Hongkong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.
Capital Frs. 20,000,000
Reserves Frs. 11,000,000
Special Working Capital Frs. 50,000,000

BRANCHES:—
Paris, Lyons, Marseilles, Saigon, Hanoi, Canton, Peking, Shanghai, Tientsin, Hankow, London, Midland Bank, Ltd., New York, Irving Bank, Columbia Trust Co.
Every description of Banking and Exchange business transacted. Correspondents throughout the world.
A. ROLLIN, Manager.

THE BANK OF CHINA.

SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF THE REPUBLIC OF CHINA ON THE 22ND OF NOVEMBER, 1917.

Authorized Capital \$50,000,000.00
Paid-up Capital \$12,275,000.00
Reserve Funds \$6,423,423.24
HEAD OFFICE: HONGKONG.
BRANCHES:—
4, Queen's Road, Central.

Branches and Sub-branches all over China and other parts of the world.
LONDON BANKERS:—
The National Provincial and Union Bank of England Limited.
The Guaranty Trust Company of New York.
NEW YORK BRANCHES:—
The Irving National Bank, The Equitable Trust Company of New York.
Interest allowed on Current Accounts and Fixed Deposits, Terms on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
TSU YEE PEI, Manager.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 96, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 20,000,000.00
Paid Capital Frs. 15,400,000.00
Reserve Fund Frs. 59,657,522.24

BRANCHES:—
BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, HANKOW, HONGKONG, KANSAI, KOBAY, KUALA LUMPUR, LONDON, LYONS, MALACCA, MANILA, NAGASAKI, NEW YORK, PENANG, RANGOON, SAIGON, SEMERANG, SHANGHAI, SINGAPORE, SOERABAYA, TAIPEI, TIENTSIN, TOKYO, TSINGTAO, YOKOHAMA.

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**Aboard
DOLLAR
PRESIDENT
LINERS**



TO EUROPE AND NEW YORK

VIA MANILA, STRAITS, COLOMBO, SUEZ - PORT SAID
—ALEXANDRIA - NAPLES - GENOA - MARSEILLES

Thence to BOSTON and NEW YORK

Fortnightly Sailings

Pres. Hayes Aug. 17-8.00 a.m.
Pres. Polk Aug. 31-8.00 a.m.
Pres. Adams Sept. 14-8.00 a.m.

TRANS-PACIFIC SERVICE

TO SAN FRANCISCO, VIA HONOLULU KOBE AND
YOKOHAMA

Fortnightly Sailings

Pres. Lincoln Aug. 15-12 noon
Pres. Cleveland Aug. 29-12 noon
Pres. Pierce Sept. 12-12 noon

Dollar President liners offer you luxurious travel comforts. All staterooms are outside rooms, well-ventilated and cooled by electric fans. They are furnished with beds (not bunks), each having an electric reading lamp. Staterooms with private bath predominate, and all have hot and cold running water. The spacious steel swimming tank is always filled with clean sea water. Docks are broad, and the use of oil-fuel insures their cleanliness. DOLLAR LINE cuisine is world famous—varied fare prepared under the direction of skilled chefs. Orchestra music enlivens the voyage. All these travel advantages are yours when you sail on Dollar President liners.

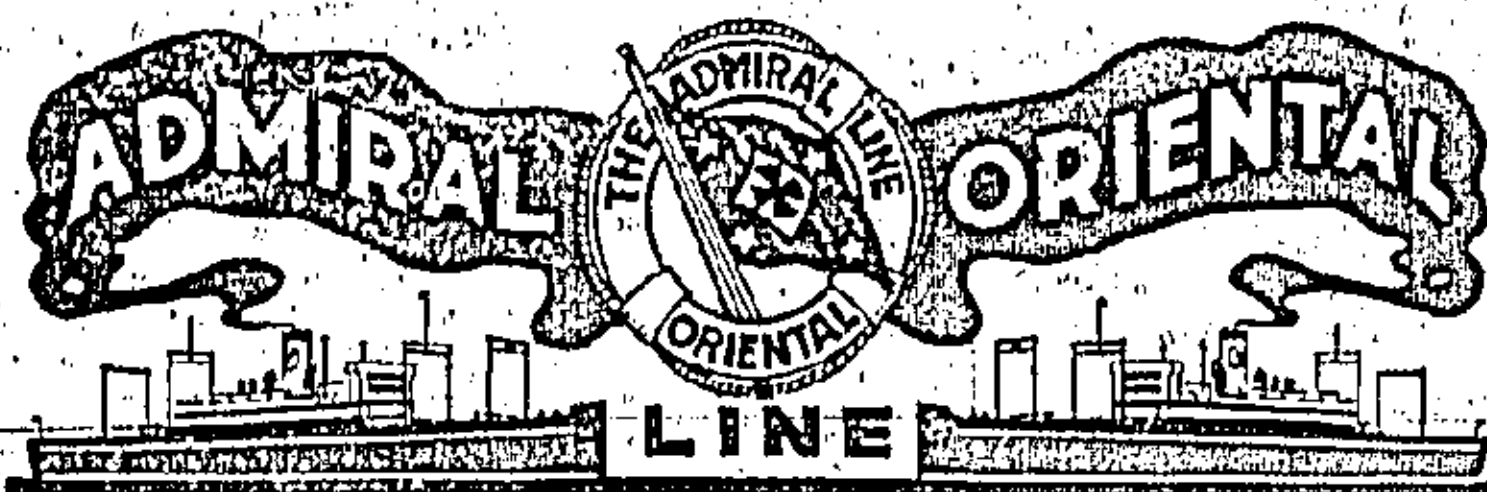
TO MANILA

Pres. Hayes Aug. 17-8.00 a.m.
Pres. Cleveland Aug. 20-3.00 p.m.
Pres. Polk Aug. 31-8.00 a.m.

For passenger and freight rates, apply to

Dollar Steamship Line

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR
Telephone Central 2477, 2478 and 795.



The fast "Short Route"...
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Sailings Every 12 Days

Special Through Rates to Europe.

SEATTLE & VICTORIA

via SHANGHAI-KOBE-YOKOHAMA

S.S. "PRESIDENT McKINLEY" Aug. 19th, 6.00 a.m.
S.S. "PRESIDENT JEFFERSON" Sept. 1st, 5.00 p.m.
S.S. "PRESIDENT GRANT" Sept. 13th, 5.00 p.m.

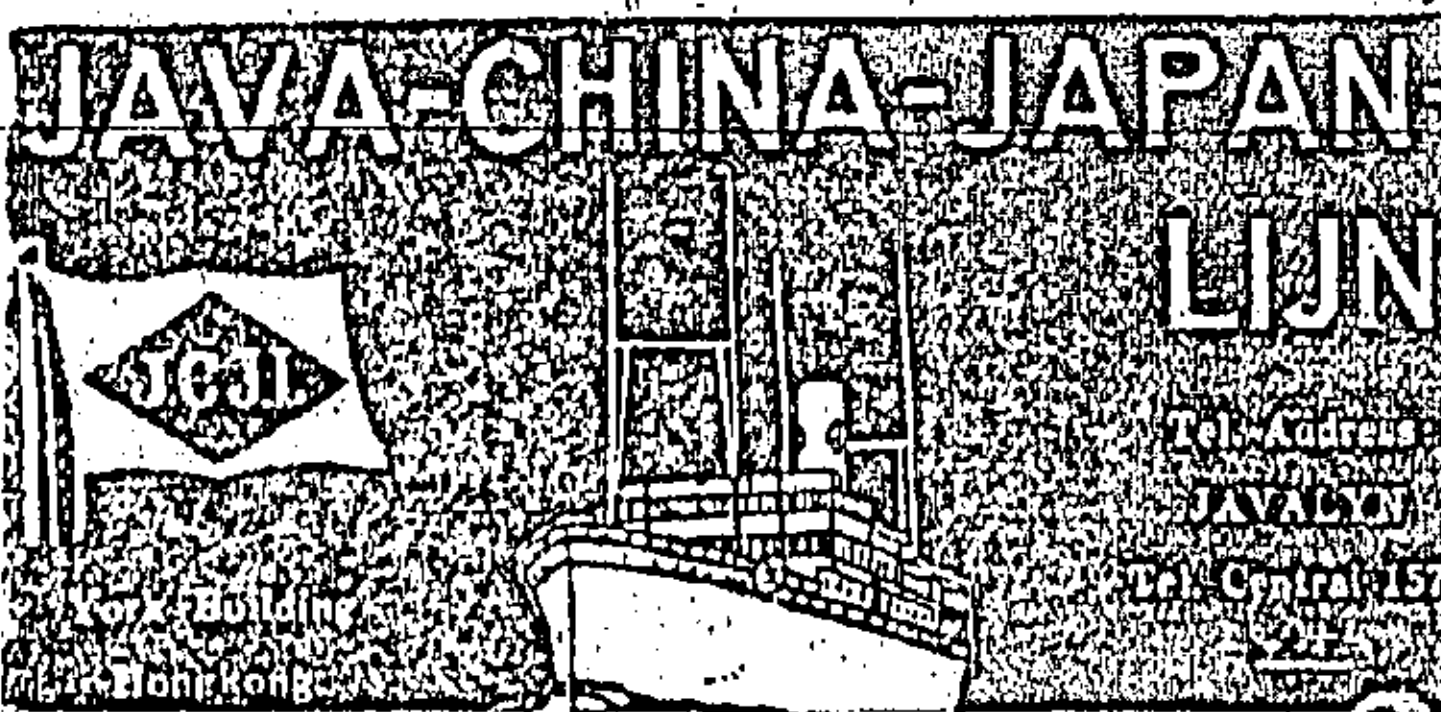
FOR MANILA

S.S. "PRESIDENT JEFFERSON" Aug. 24th, 5.00 p.m.
S.S. "PRESIDENT GRANT" Sept. 5th, 5.00 p.m.
S.S. "PRESIDENT MADISON" Sept. 17th, 5.00 p.m.

EVERY 12 DAYS THEREAFTER

ADMIRAL ORIENTAL LINE

Telephone Central 2477, 2478 and 795. No. 4 Des Voeux Road.
Hongkong and Shanghai Bank Building, Ground Floor



REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjiluwong	Java	13 August	17 August	Java
Ceylon	Java	14 August	17 August	Java
Tjitaroen	Java	16 August	18 August	Shanghai, N. China
Tjitaroen	N. China	19 August	20 August	Batavia
Baron A'san	Java	21 August	24 August	Batavia
Tjikarang	Batavia	22 August	24 August	Shanghai
Tjikembang	Shanghai	23 August	26 August	Batavia
Strathlone	Java	25 August	26 August	Batavia
Tjiselak	N. China	30 August	3rd Sept.	M'kear & Java
Tjitaroen	Batavia	5th Sept.	8th Sept.	Shanghai
Tjikarang	Shanghai	6th Sept.	9th Sept.	Batavia
Tjitaroen	N. China	16th Sept.	17th Sept.	Batavia

*Via Macassar.

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

AMERICAN & MANCHURIAN LINE.

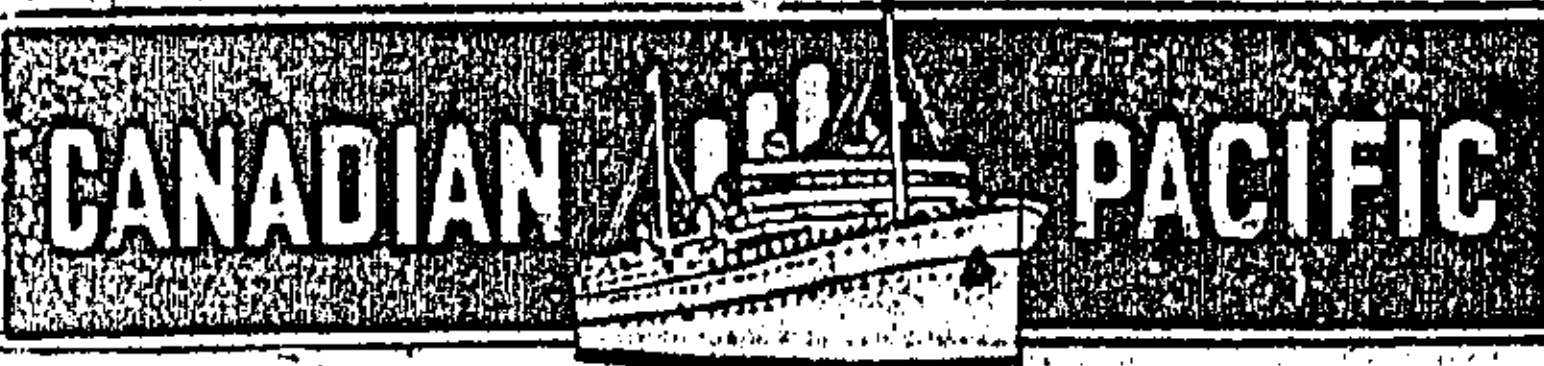
"CITY OF BARODA"

(9070 tons d.w.)

The above Steamer having accommodation for over 100 First Class passengers will be despatched via Philippines, Straits, Colombo and Suez Canal on 6th November 1926, for NEW YORK where she is due to arrive on 8th January, 1927.

For Freight or Passage, apply to

THE BANK LINE, LTD.



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QUICKEST TIME ACROSS THE PACIFIC

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LARGEST & FASTEST STEAMSHIPS

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VICTORIA AND VANCOUVER

via SHANGHAI & JAPAN PORTS.

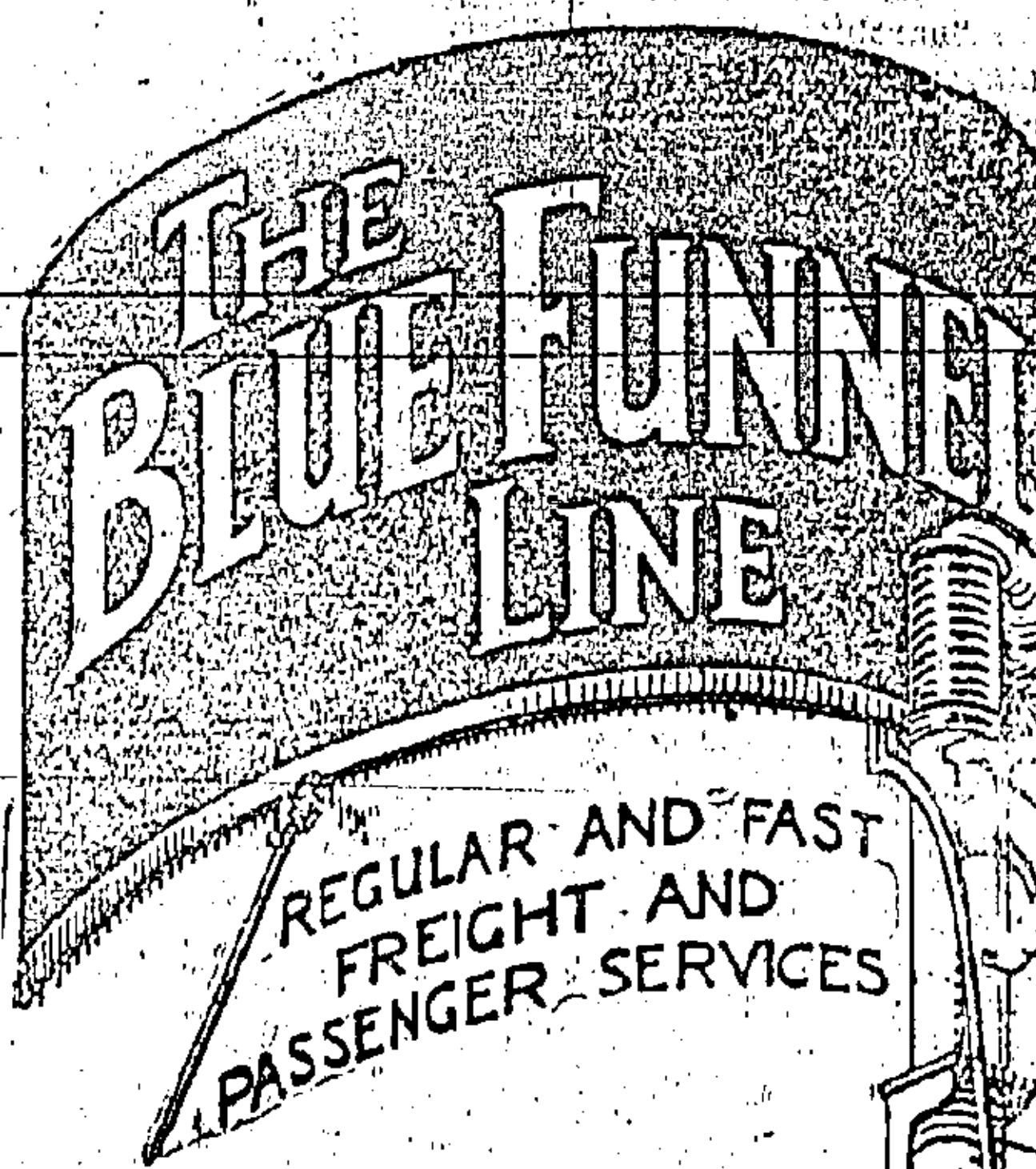
STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Van'var
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/ASIA and E/RUSSIA call at Nagasaki the day after departure from Shanghai).

HONGKONG - MANILA - HONGKONG - SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 11	Aug. 13	E/ASIA	Aug. 14
Aug. 15	Aug. 27	E/CANADA	Aug. 28

Passenger Department: Tel. C. 752. Cables: "GACANPAO."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."



REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

"ANAPOLION" 24th Aug. Marseilles, London, R'dam & H'burg
"SARPEDON" 8th Sept. Marseilles, London, R'dam & Glasgow
"HELENUS" 21st Sept. Marseilles, London, R'dam & H'burg
"CALCHAS" 5th Oct. Marseilles, London, R'dam & H'burg

LIVERPOOL SERVICE

"EURYADES" 20th Aug. Genoa, Havre, Liverpool & Glasgow
"TELEMACHUS" 20th Sept. Genoa, Havre, Liverpool & Glasgow
"ATREUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via R'BE & YOKOHAMA.
"PROTESILAEUS" 26th Aug. Victoria, Vancouver & Seattle.
"TALTHYBIUS" 16th Sept. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"DEUCALION" 27th Aug. New York, Boston & Baltimore
"ANTIOCHUS" 10th Sept. New York, Boston & Baltimore

PASSENGER SERVICE

"SARPEDON" 6th Sept. Singapore, Marseilles & London.
"ATREUS" 20th Oct. Singapore, Marseilles & London.
"ANTENOR" 17th Nov. Singapore, Marseilles & London.
"HECTOR" 15th Dec. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight and passage rates and information apply to—

Butterfield & Swire.
Agents.

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(Battery Path.)

Official Photographers to the "H. K. Telegraph"

HEALTH PROGRAMME.

By Sir George Newman.

INTERVIEW WITH SIR GEORGE NEWMAN, M.D.

A sound basis for public health work for the next twenty years or more is provided by the Memorandum addressed to the Minister of Health by Sir George Newman, Chief Medical Officer of the Ministry, under the title of "An Outline of the Practice of Preventive Medicine."

When the Ministry was established in 1919 there were between fifteen and twenty departments in Whitehall interested in health, one doing one thing and one another, and all working at sixes and sevens. Dr. Addison, the Minister at that time, saw that a unified, comprehensive scheme was necessary, and asked that a national policy of health should be formulated. Sir George thereupon produced the first edition of the "Outline." It had a great circulation not only in this country, but all over the world, and ten new editions, with thirty or forty extra pages through revision, and many new sub-sections to accord with the growth of knowledge and administration, brings up to date what is now the standard accepted policy of public health for the nation.

The Ten Points.

Sir George was asked by a representative of *The Observer* how their policy might best be summarised.

In reply he drew attention to what may be called the ten planks in the platform:—

- 1.—Hereditary and Race.
- 2.—Maternity and care, protection and encouragement of the function of Motherhood.
- 3.—Infant welfare and the re-

duction of infant mortality.

4.—The health and physique of the school child and adolescent.

5.—Sanitation of the environment, the control of the food supply, and an improved personal and domestic life in the home.

6.—Industrial hygiene, the health of the worker in the workshop.

7.—The prevention and treatment of infectious disease.

8.—The prevention and treatment of noninfectious disease.

9.—The education of the people in hygiene.

10.—Research, inquiry and investigation, and the extension of the boundaries of knowledge.

The Preventive System.

"How is this programme to be carried out?" he was asked.

"Partly," he replied, "through the local authorities; partly through the medical profession; and partly through public opinion. There are certain parts in this programme which can only be fulfilled by local authorities; there are certain other parts which can only be fulfilled if the medical practitioner will make his practice preventive as well as curative; and there are certain parts, again, which can only be practised by the people themselves. We cannot compel a man to live in the sunshine and in the fresh air, to take exercise and to adopt a suitable and sensible diet. We can only point the way and leave it to his own judgment.

"We can say to local authorities there should be suitable housing accommodation, there should be a public water supply, there should be sewerage and drainage, and there should be inspection of meat and other food sold in the district. These are things which

the local authority has to provide, and the individual has to pay rates and taxes in order that they may be provided. And the medical practitioner can be asked not only to treat his case with a bottle of medicine, but to see what causes the unhealthy condition in his patient and to advise him how to prevent it recurring. As we cannot prevent death, the object of preventive medicine is not only to reduce the death-rate, but so to equip and fortify the human body that it is able to resist the unfavourable influences in its environment.

What is Disease?

"I don't know," Sir George went on to say, "whether you have thought of disease in this way: a lot of people think of it as of something on a chain which can be let loose upon them and kill them. Disease is not something that is separate from the body in a test tube, or an entity, which can be let loose on the human family. It is the reaction of the body to unfavourable influences in its environment. There is the seed and there is the soil. The seed of tubercle, for instance, comes to everyone. Your soil and mine may not be susceptible, that is because our bodies are resistant to tubercle; they live and have been brought up under conditions that are unfavourable to it.

"The 'Outline' is an attempt to set out for the public a more or less complete programme in order that we may all understand that it is not alone by work here or there against smallpox or infant mortality or bad food, but that we shall never get a healthy nation until we recognise that we must attend to the whole of the agencies which undermine the health of the people.

SHIPBUILDERS.

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ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

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TELEPHONE No. 222.

CALL FLAG: "C" OVER "ABC. PENINSULAR"

BUTTERFIELD & SWIRE, Agents

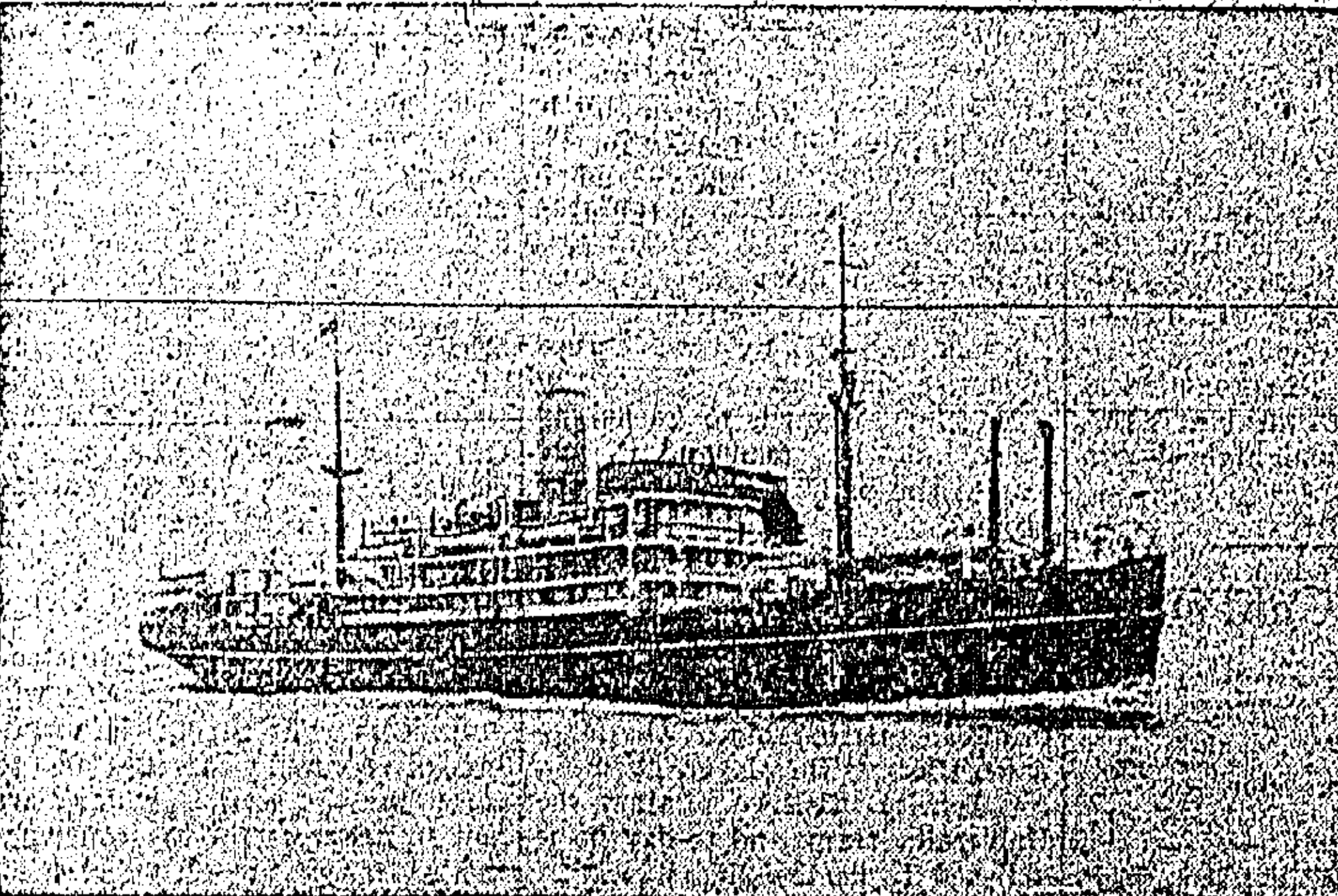
HONGKONG, CHINA & JAPAN.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Repton's Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



S. S. "TAIPING"

Passenger and Cargo Vessel. Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK CO., LTD. to the order of the AUSTRALIAN ORIENTAL LINE, LTD.

for Australian-Hongkong Service.

Please address enquiries to the Chief Manager.

R. M. DYER, B. SC. M.I.N. A. Kowloon Dock Hongkong.

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(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persia, Gulf, Mauritius, S. & Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
KALYAN	9,144	21 Aug. noon	Port Sudan, M'les, Ch'biaoa London & Antwerp
MACEDONIA	11,089	4th Sept.	Marseilles & London
NAGPORE	5,283	10th Sept.	M'les, London Hamburg Rotterdam & Antwerp
KIDDERPORE	5,334	13th Sept.	S'pore, Penang Colombo & Bombay
MALWA	10,941	18th Sept.	Marseilles & London
KASHGAR	9,005	2nd Oct.	Marseilles London, Antwerp & Hull
MOREA	10,918	16th Oct.	Marseilles & London
KHYBER	9,114	30th Oct.	M'les, L'don & Antwerp
MAINTUA	10,902	13th Nov.	Marseilles & London
KARMALA	9,128	27th Nov.	M'les, London Antwerp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	15 Aug. 10.30 a.m.	S'pore, Penang & Calcutta
TAKADA	6,949	4th Sept.	S'pore, Penang & Calcutta
SANTHA	7,704	8th Sept.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

*TANDA	6,956	27th Aug.	Manila, Sandakan, Thura
ST. ALBANS	4,500	1st Oct.	Island, Townsville, E'bane.
ARAFURA	6,000	29th Oct.	Sydney and Melbourne.

*Calls at Kolambagan
Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia
The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, N'lo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as independent offers.

Frequent connections from Australia with the following:
The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TAKADA	6,949	15 Aug. 6 a.m.	Amoy Moji & Kobe
KIDDERPORE	5,334	18th Aug.	Shanghai Moji & Kobe
MALWA	10,941	19th Aug.	S'pore, Penang & Calcutta
SANTHA	7,754	23rd Aug.	Shanghai Moji & Kobe
TILAWA	10,006	31st Aug.	Moji Kobe & Yoko
NELLORE	6,853	1st Sept.	Shanghai Moji & Kobe
TALAMBA	8,018	3rd Sept.	Shanghai & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

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SERVICES CONTRACTUELS.

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at P'g. and Sailing for S'hai & Japan	P. & O. S. S. Co. Sailing from H'kong. for M'les.
G'al. METZINGER			17th Aug.
AMAZONE		17th Aug.	14th Sept.
ANGERS		31st Aug.	28th Sept.
D'ARTAGNAN	13th Aug.	14th Sept.	12th Oct.
ANGKOR	27th Aug.	28th Sept.	26th Oct.
PORTHOS	10th Sept.	12th Oct.	9th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and Free Doctors' Attendance)			
A Class	1st Class £99.0.0	B Class	1st Class £85.0.0
Steamers	2nd Class £70.0.0	Steamers	2nd Class £61.0.0

Through Tickets to London and Landing Towns of Europe
Accommodation reserved in the trains at Marseilles:
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S.S. SI-KIANG from Dunkirk, L'don, Havre is due to arrive about 22nd August.

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Regular four-weekly service between
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Hamburg, Bremen and North
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S.S. OOSTERK	23rd August
S.S. OUDERK	20th September
S.S. SIMALOER	18th October

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. ZOSMA	4th September
S.S. OOSTERK	2nd October

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JAVA-CHINA-JAPAN LIJN,
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SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

KOREA MARU	Tuesday, 24th Aug. at noon
SIBERIA MARU	Monday, 21st Sept.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama

GINYO MARU	Wednesday, 25th Aug. at noon
ANYO MARU	Tuesday, 12th Oct. at noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

FUSHIMI MARU	Saturday, 28th Aug.
HAKOZAKI MARU	Saturday, 11th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU	Wednesday, 18th Aug. 11 a.m.
TANGO MARU	Wednesday, 22nd Aug.

NEW YORK and/or BOSTON via PANAMA

HAKODATE MARU	Tuesday, 24th Aug.
TAKEOTO MARU	Monday, 5th Sept.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU	Saturday, 21st Aug.
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BOMBAY via Singapore & Colombo.

TOKUSHIMA MARU	Monday, 30th Aug.
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CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU	Friday, 20th Aug.
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NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU	Saturday, 21st Aug.
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SHANGHAI, KOBE & YOKOHAMA.

PENANG MARU (Calls Moji)	Tuesday, 17th Aug.
TOYOOKA MARU	Wednesday, 18th Aug.
YAMAGATA MARU (Omit Shanghai-Calls Keelung)	Monday, 23rd Aug.
KITANO MARU	Tuesday, 24th Aug.

For further information apply to— NIPPON YUSEN KAISHA.
Tel. Central No. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.

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FOR NEW YORK & BOSTON via SUEZ.

S.S. "CORBY CASTLE" Sails on or about 19th August.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER-AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUM).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class £72. 10. 0d. "B" Class £66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "FIUME L"	4th Sept.
M.V. "VIMINALE"	5th Oct.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA"	7th Sept.
S.S. "FIUME L"	30th Sept.
M.V. "VIMINALE"	30th Oct.

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FROM CALCUTTA via RANGOON & COLOMBO.

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S.S. "UMZUMBI"	Sails from Calcutta 30th Sept.

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JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
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GLENAMOY	24th August	PEMBROKESHIRE	3 p.m. 21st Aug
GLENARRY	2nd September	L'don, R'dam & H'burg via Oran.	
GLENAPP	16th September	GLENOGLE	22nd September
GLENSHANE	5th October	L'don, R'dam & H'burg via Oran.	
CARMARTHENSHIRE	16th Oct.		
GLENBEG	28th October		

Movements are subject to change without notice.

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Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone Central No. 215, sub-ox. 29 and 3896.

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Sailings from Hongkong: Daily, at 8 A.M. (Sundays Excepted).

Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).

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On Sunday 15th Instant s.s. "TAISHAN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

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S.S. "MALVERNIAN" via Suez Canal From H'kong. 13th August.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing From Hongkong

M.V. "SPRINGBANK" via Suez Canal 30th September.

AMERICAN & ORIENTAL LINE

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For Marseilles, Havre, London, & Hamburg From Hongkong S.S. "CITY OF MELBOURNE" 5th Sept.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

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ORIENTAL AFRICAN LINE

S.S. "STEAMER" From Hongkong July, August.

Loading for Mauritius, Delagoa Bay, Durban East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown

Through Bills of Lading issued to Beria, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

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S.S. "ANTIOCHUS" ... via Suez Canal ... 10th Sept.

S.S. "CITY OF EVANSVILLE" Suez Canal ... 24th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

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For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

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THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.

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HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails from Hongkong on or about
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TAIPING	10th September	17th September
CHANGTE	8th October	16th October
TAIPING	9th November	17th November

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CONSIGNEE NOTICES.

THE EAST ASIATIC CO. LTD.

COPENHAGEN.

The Steamship, "KINA."

Having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 20th of August 1926, 4 p.m. will be subject to sale.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Asho on the 19th of August, 1926 at 10 a.m.

All claims against the vessel must be presented to the Underwriter before the 23rd of August, 1926, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be counter-signed by.

JOHN MANNERS & CO. LTD. Agents.

CHINESE OPTICAL CO.

Refracting

and

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Crookes Glasses

Kryptok (Invisible)

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Toric Lenses.

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METAL

of all kinds especially for ship-building and engineering work. Complete stock.

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CHATER ROAD.

WATCHES
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HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

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ASTOR HOUSE HOTEL, PALACE HOTEL,
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LIMITED.
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CENTRAL LOCATION
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Telephone Central 375 Telegraphic Address: "Victoria"

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Six stories of up to date elegantly furnished airy rooms with latest sanitary appliances.
Excellent cuisine under supervision of experienced Chef.
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Special Rates for Families.
Monthly and Daily Rates at moderate terms.
Under new and progressive management.
Tele. K. 608 & K. 609. Telegraphic Address: "KOWLOON" HONGKONG.

THE EUROPE HOTEL.

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Terms:—A la carte or Inclusive.

Telephone in every room.

After-dinner dancing every Tuesday,
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GRILL ROOM

Telegrams "Europe Singapore" **ARTHUR E. ODELL,**
Telephone 2740. Managing Director.

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Biscuits "Lefevre-Utile"

Petit beurre, Champagne, Melange choisi,
melange extra rich Petites galettes, Macarons
fins, Chanoinesses, Boudoir, Melange
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PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

OBITUARY.

SIR LEICESTER BEAUFORT

Cape Town, Aug. 13.
The death is announced of Sir Leicester Beaufort, who from 1901 to 1913 was Chief Justice of Northern Rhodesia.—*Reuter*.
[Sir Leicester Beaufort, who was 73 years of age, was a native of Cheshire, being educated at Westminster and Oxford. He studied law and was called to the Bar in 1879. For some years he was a member of the London School Board, and in 1889 he went to British North Borneo as Governor's Secretary and Judicial Commissioner. From 1895 to 1900 he was Governor of the Colony of Labuan and of the State of North Borneo, receiving his appointment as Chief Justice of Northern Rhodesia in 1901. He was knighted on retiring in 1913.]

AMERICAN AIRWAYS.

NEW PLANS APPROVED.

New York, Aug. 13.
Whilst at his summer camp at Paul Smith, President Coolidge has approved plans for trans-continental and south-western airways from Chicago. Mr. Hoover hopes there will be full passenger and mail services in six months, although the number routes has yet to be considered. These will first be laid down by the Department of Commerce to develop civil aviation.—*Reuter's American Service*.

ITALY AND U. S.

THE DEBT QUESTION.

Rome, Aug. 13.
Count Volpi interviewed by *Reuter*, said that while Mr. Mellon's asked to sign the Mussolini and himself were courtesy calls it was easy to understand that the conversation touched finance, though without any definite object. Mr. Mellon was able to see that facts set forth in the debt negotiations at Washington corresponded with the actual state of affairs, at which Mr. Mellon was gratified.—*Reuter*.

MEXICAN DENIALS.

NO PRIESTS SHOT.

Mexico City, Aug. 13.
The War Department officially denies that priests have been executed anywhere in Mexico, and describes the reported encounters between soldiers and Catholics as exaggerated.

The American Ambassador to Mexico is leaving on a two months' vacation in the United States.—*Reuter's American Service*.

The membership of the Automobile Association has passed the third hundred thousand mark. On July 6 last year the membership reached 250,000.

The Norwegian Storting has rejected by a majority of 23 votes the Communist motion that Norway should resign her membership of the League of Nations.

Edinburgh.—Edinburgh is proud of being the first city in the world to provide, in perpetuity, free rides on the street cars for all blind people. It is a courtesy extended to all blind people whether rich or poor. On the outskirts are large workshops for the blind. The employees live all over Edinburgh and the remission of street car fares is said to save the individual something like £30 a year.



"I offer her my hand every week!"
"Really?"
"Yes. She is a manicurist!"
—*Die Muskete, Vienna*.

RUBBER FAILURE.

(Continued from Page 1).

International Banking Corporation, but, having become heavily indebted to the bank and having an overdraft only partially secured, the bank refused him further credit, and defendant then suggested to defendants that they should finance him.

On Mr. Stevens undertaking to prove and put in the books in the Official Assignee's possession, the latter stated that the bankrupt's liabilities on June 10 were \$935,293, and \$37,000 was due to preferential creditors.

The larger debts included \$69,000 to the Bird Rubber Trading Co., \$40,000 to the Chartered Bank, \$142,000 to Meyer and Brown Incorporated, \$54,000 to the Lee Type and Rubber Co., \$88,000 to the International Bank, and just under \$36,000 to twelve Chetty moneylenders. The largest debt was \$253,000 to Sims, Darby and Co.

Mr. Colman also stated that there was a debt of \$36,000 to the Straits Settlements Government. The bankrupt's assets were \$330,000, and he was absolutely insolvent on June 10.

NEW FINANCE.

Interesting evidence was given by Lim Soo Yan, manager of Chin Seng and Company from the middle of 1922 up to June, 1925. Witness agreed that in January 1925 it became necessary to arrange new finance, and an arrangement was made with Messrs. Sims, Darby and Company. Witness also agreed that the business Sims, Darby were asked to finance was not speculative, but was legitimate export business. The arrangement was for Chin Seng and Company to purchase rubber here against definite orders from America; and Sims, Darby would provide Chin Seng with the cost of the rubber bought against those orders.

Messrs. Sims, Darby and Company were paid a commission. On each occasion letters similar to those pleaded (by which the ownership of the rubber purported to be transferred to defendants) were given to defendants those letters were copied exactly from the form used by International Bank. Messrs. Sims, Darby were free of the godown where the rubber was stored; when rubber was shipped Mr. Osborne was sent for to certify the rubber being free from mould; and a report was made almost daily to Mr. Sims of the rubber in stock. On the letters which were given to Sims, Darby and Co. the witness said he thought defendants had a right to take the rubber out of the godown if they wished to do so. He thought Lee Pang-seng considered the letter binding. Between January and June 1925 Messrs. Sims, Darby and Co. advanced 1½ million dollars towards this export business.

NO FRAUD.

Addressing the Court, Mr. Braddell submitted that what Chan Seng and Co. embarked on was perfectly legitimate and well understood type of business, counsel said. It was a type of business which needed finance. From Messrs. Sims, Darby and Co.'s point of view it was a perfectly safe transaction, apart from anything fraudulent. The rubber was actually sold to America. It was not a case of their giving Lee Pang-seng money and he going on speculating with it. The position was that the rubber was actually bought against American contracts. The shipping documents were placed with the bank which negotiated the bills drawn against the shipment, and the proceeds of those bills were handed to Messrs. Sims, Darby, plus their commission. As long as that business was being carried on in an honest and straightforward manner the whole thing presented no difficulties on either side.

"THE VOICE OF THE TEMPTER."

"Then," continued Mr. Braddell, "you get the voice of the tempter, this gentleman from America, who comes here and suggests to Lee Pang-seng that they should enter upon a speculative line of rubber dealing. There is nothing immoral or wrong in speculating in rubber. It is done in this town every day. There are dozens of

CANTON NEWS REPORTS.

THE WHAMPOA SCHEME BONDS.

Canton people interested in the Whampoa development scheme are suggesting to the Government that the issue of the \$10,000,000 Whampoa Development Bonds should be made through some of the private banks in Canton instead of through the Kuomintang Central Bank so as to counter the "anti-Red" accusations that this issue is intended for war purposes and not for constructive projects.

The Government is floating \$35,000,000 in loans altogether. So far \$5,000,000 of war bonds have been issued and subscribed for; and \$10,000,000 worth are now being floated; while another \$10,000,000 will be issued as soon as the Whampoa Development bonds are subscribed for. In addition, Treasury Notes for \$10,000,000 are now issued and used for payment of official salaries and Kuomintang purchases. The Treasury notes are good for payment of taxes after two months of issue, while the war bonds are redeemable by monthly drawings at the rate of one per cent. per month. It will require 100 months to redeem all the war bonds.

RICE STILL HELD.

The Canton Strike Committee, enforcing the boycott, is still refusing to release the rice in the Nanyang godowns captured as "enemy goods" more than a year ago. The cargo is worth more than \$1,600,000. Kuomintang officials are also said to have been endeavouring to get hold of this large consignment of rice, as it would help considerably in the food problems of the Kuomintang Army.

The Rice Guild in Canton is not showing any sign of weakening and will not offer more than \$3,000 to get the rice back. The Strike Committee is at present disinclined to dispose of the rice.

"ANTI-REDS" ARRESTED.

The Canton Police on the evening of the 11th inst., at Tai Shek Street arrested eleven suspects on charge of being "counter-revolutionists," or opponents of the doctrines of the Kuomintang. This was due to reports reaching the police that the "anti-Reds" in labour circles have been securing support from political organisations.

The Canton Municipal Council intends to look into the conditions of the workers of the city, and a preliminary social survey is to be conducted. Mr. Y. L. Lee, acting General Secretary of the Canton Y.M.C.A. in Canton, will direct this survey.

AID FOR KUOMINTANG.

Some of the disaffected mercenary troops in Kiangsi Province have been induced to join the Kuomintang, according to a claim by party organs. General Fang Pen-jen, one-time opponent of the Kuomintang, is said to have become a follower of the late Dr. Sun Yat-sen's doctrines. The Government, it is reported, will gazette him as Officer Commanding the 10th Kuomintang Army Corps.

persons and many firms who do it." At any given moment the speculator is liable to be heavily down, but he uses a well-known system and sells on a dropping market and buys on a rising market. At one period of the year the speculator may be badly down, but a week or so afterwards he may be well up. When you start talking about whether a man like that is able to pay his debts at a certain time, you are embarking upon a difficult proposition. Mr. Sims knew nothing of the speculative business, and where the trouble came for Chin Seng was that, instead of applying, Mr. Sims's rubber (which he had paid for) to the contracts against which Mr. Sims had advanced his money, they started to apply the rubber to other contracts. Once they did that they were getting into trouble. Once we realise that on June 10 this 258,000 lbs of rubber which ought to have been in their godown if they had been carrying on honestly—and that Mr. Sims did not know that it was not there—it would be seen that Lee Pang-seng had one very good reason for according to Mr. Sims's request.

Entertainments.

QUEEN'S

TO-DAY
ONLY

Gloria the GREAT!



GLORIA as a dramatic marvel, Gloria as a fashion plate, Gloria as a comedienne!

An ALLAN DWAN Production.
Presented by ADOLPH ZUKOR, JESSE LASKY

From the story by Arthur Stringer—Screen play by Frank W. Tuttle.

Our Loss is Your Gain!

Owing to the non-arrival of
BUSTER KEATON'S COMEDY

THE THREE AGES

We have been compelled to substitute

CHARLIE CHAPLIN

in THE GOLD RUSH

This, with

WEDDLING WOMEN

Starring

LIONEL BARRYMORE

makes up a wonderful programme

TO-DAY ONLY

THE STAR

WORLD

TO-DAY
ONLY

at 5.15 and 9.15 p.m.

MONTE BLUE

Seven Reels of Breathless Melodrama

THE LIMITED MAIL

A Picture that will keep you on the edge of
your seat for 90 minutes.

Lieutenant-Commander Byrd, who recently flew over the North Pole, has been awarded the degree of Doctor of Longitude and Latitude of the American Geographical Society—a degree created especially for him.

The selling price of Cleveland pig iron during the past three months having been ascertained at \$89.455 per ton, blast-furnace men's wages will be advanced 3 per cent. in accordance with the sliding scale.